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Science

FEBRUARY, 1970

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IN THIS
ISSUE

MPC'S

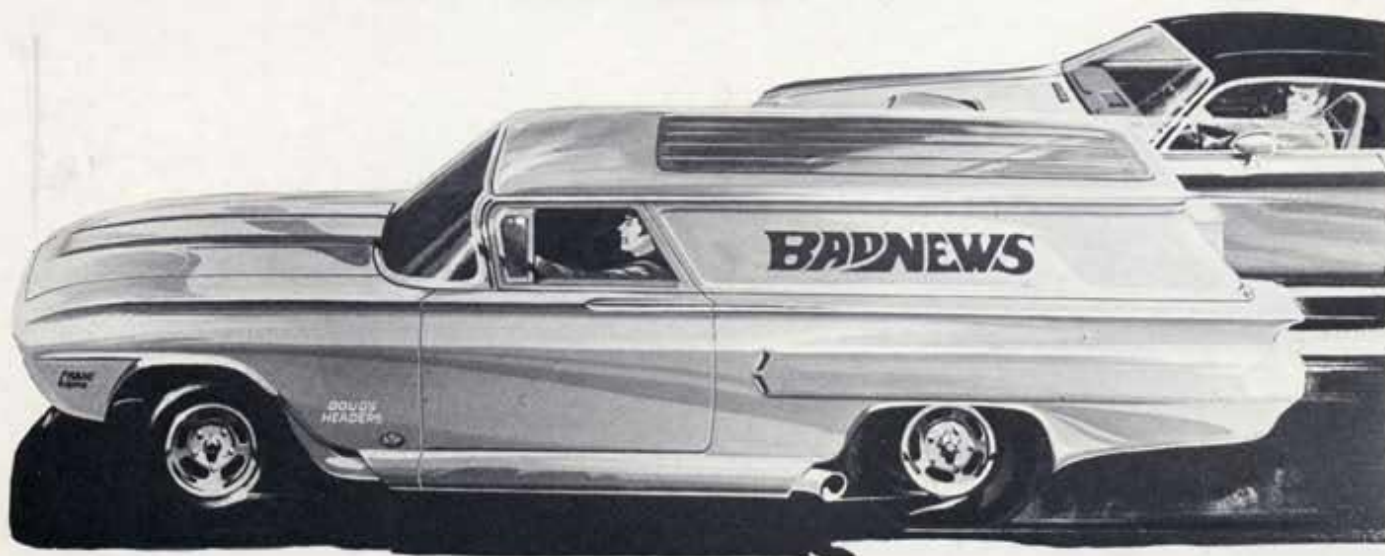


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MODEL CAR *Science*

FEBRUARY, 1970

VOLUME 8, NUMBER 2

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MODEL CAR SCIENCE is published monthly by Delta Magazines, Inc. Executive offices and subscriptions, 12011 San Vicente Blvd., Los Angeles, Calif. 90049. Telephone 213-476-3004. Single copy price: 50 cents. Second class postage paid at Sparta, Illinois. Subscription rate: 12 issues for \$5.00, U.S. and possessions. 12 issues for \$6.00, all foreign countries and Canada. All editorial contributions and advertising inquiries should be addressed to Editor, MODEL CAR SCIENCE, P.O. Box 1821, Thousand Oaks, Calif. 91360. Telephone 805-495-7282. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1970 by Delta Magazines, Inc.

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HOCCI World
The Tech Sheet



"The Official Voice of NAMRA-HOCCI"

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SEE PAGE 67



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4/Model Car Science

Model Mail

ABOUT OUR CONTEST

I've a question to ask about your Model of the Month contest. Do you have to have a closeup lens to take the pictures of the car, or do you enlarge them yourself to suit the space?

Larry Davidson
Regina Sask., Canada

Well, we can (and do) enlarge the photo to suit the space, Larry, but the photo has to be exceptionally sharp for us to do so. We prefer that you use a closeup lens. Taking photos of small objects is not the easiest thing in the world to do, however. We recommend that you take your camera to a local hobby shop and ask him if he has Kodak "Portra" lens for your particular camera. Sometimes you will be able to buy an inexpensive adapter ring that will match the lenses (which are fairly inexpensive, \$2.50 to \$3.50 each) to your camera. Since there are so many different types of cameras, it's impossible for us to give you further instructions. Your camera store will be able to give you more detailed info. The Model of the Month contest will not appear this month, due to limited space. Watch for it next month.

NEEDS TRACK TAPE

There is no BuzCo aluminum track tape available in this area. I need a roll to make the home track that appeared in your October, 1969 issue. Would you send me the address of the company that makes BuzCo tape?

Bradley Meidinger
910 Cranbrook St.
Cranbrook, B.C. Canada

We'd advise that you send for one of Auto World's catalogs (advertised in this issue). They carry the tape. Or you could order direct from the manufacturer, Dynamic-Buzco, Dept. MCS, 13309 Saticoy St., North Hollywood, Calif. 91605. Send the money for the tape plus 50 cents postage. If the postage comes to more, they'll tell you. Factories do not normally like to handle direct orders with customers, as they're not set up for that. However, we're sure that, to satisfy a customer, they will take care of your order.

WHAT HAPPENED TO DON EMMONS?

What has become of Don Emmons? He's a fine model builder, and I think his articles should appear in each issue of MCS. You've got a great mag.

Ron Johnson
Los Angeles, Calif.

Emmons will be back, Ron. He had to take a "leave-of-absence," so to speak, due to heavy business obligations. Watch for Don's articles, soon.

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ENOUGH, ALREADY!

Okay, funny cars are great, we all agree, but enough's enough! In September you had a great article on the Ferrari 612 Can-Am car. How about more of those fantastic articles? A lot of us out here are interested in Can-Am, Formula cars, G.T. machines, etc.

One extra item. You know the super detailed Porsche 910 Carrera 10? Since the doors in the kit are non-opening, I discovered that by using Auto World hinges (brass, No. AW39 - 4 for 50 cents) placed in the original positions, using pins to anchor them, it's easy to make opening doors. It takes just a little trimming of the hinges.

Matthew Kaufman
Hewlett, N.Y.

We'll have another beautiful scale plan layout, this time on the Chaparral 2-H, soon, Matt. And thanks for the tip on the hinges.

SORRY, CAN'T HELP YOU

If I send my slot car in to your office, would you guys tune it up for me? I can't seem to get it to run right.

Fred Farly
Brooklyn, N.Y.

Fred, as much as we'd love to help anybody with a problem, it's just physically impossible for us to do so. We'd be so swamped with requests like yours (and we get them every day)

that we'd never have time to put out a magazine. We advise that you take your car to a local hobby shop or raceway and ask for help. Most of them (although they suffer from the same problem we do - lack of time) will help if they can squeeze you in. We're just not set up for that sort of thing. Or perhaps you could ask one of the local "hot thumbs" to take a look at your car. We run great tuning articles from time to time, too. Read them closely and you should be able to handle it.

A BRICK PRICE FAN

"Brick" price is, very simply put, a great writer! He's as brilliant as Hemingway, as good a photographer as any in the world, a fantastic modeler, and he's humble, wonderful, kind, trustworthy, loyal, brave and he smells good too! In short, I think you should give the kid more space in MCS!

Mrs. Brick Price
Los Angeles, Calif.

Hmmmm. That's what we like, a completely unbiased, unprejudiced reader.

SPEEDY'S ALIVE AND WELL...

... and living in Argentina, evidently. C'mon, guys, tell us, will you? Where is ol' Speedy Gonzales hiding? Haven't seen an article or column by "The Great One" in a long, long time.

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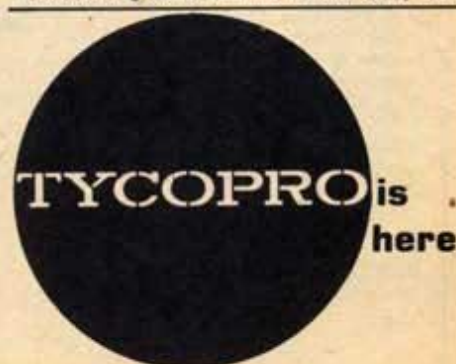
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SEE PAGE 67
February, 1970/5



"This car's suppose to be stock? I'd hate to catch you in a lie George!"



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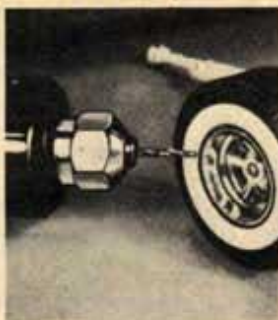
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THE TECH SHEET

I received a great new chassis in the mail this month — the new \$5.95 frame by Rigen. The Rigen frame is about as pro as you can get and still be a mass produced, over the counter item. It has a 1-1/4 wide drop arm .050" thick with the "plumber" rods attached to the front and a motor bracket somewhat like Phase III made. The frame is very much like the scratch built pro frames of about six or eight months ago, before the pros switched over to one-piece spring steel chassis with holes cut in the drop arms.

I built this frame up and ran it at a local track to test its handling qualities and I can testify it handles extremely well. I installed an N.C.C. group 20 armature in one frame and a Mura B Production Motor with a 26-28 armature in another frame.

After I got through blasting around the track with these cars I turned them over to the local hot-shots and then to all who wanted to try their hand with them, which included some pretty inexperienced drivers. I came away with the following impressions. The amateurs or inexperienced drivers liked its handling qualities with the Group 20 motor, especially around doughnut or flat turns where they claimed it handled better than their own Group 20 cars as well as being faster. Generally, the car with the 26-28 Mura was too fast for them.

This comment is somewhat expected because the car was faster and this is the result of a lot of super tuning before I ever took it to the track. The better handling claimed might be explained by the fact that the Rigen frame has a wider (1-1/4"), heavier drop arm, and the overall weight is just a fraction of an ounce more than the 1969 Group 20 frames. Also, with the plumber tube attached to the front of the pick up, it might give it a slight advantage over '69 Group 20 frames. In any event, the amateurs found it pleasant and the local hot shots described the car with the Group motor reasonably fast and easy to drive (very forgiving for driver mistakes, as one person stated it), and all like speed and handling with the 26-28 Mura motor, especially the braking qualities because they could go deeper into the turns. (The braking qualities on this motor were the result of a lot of sanding, rezapping and shimming.)

All of the really experienced drivers thought it compared favorably with their own scratch-builts but a couple of people commented that while this

Continued on Page 66

Model Mail

Used to really enjoy his stuff.

Richard Long
Long Beach, Calif.

Well, would you believe that Speedy injured his thumb at the beginning of the season and had to have an operation? No? Would you believe that he's been traded to Car Model, in exchange for two H.O. writers? No? Would you believe that he's too lazy to write a column? You would? You're right! Speedy evidently got hooked on siestas. We'll try to rouse the ol' fellow, but that sun keeps beating down on his sombrero, and he's hard to wake up.

HOW ABOUT SOME "BIG SCALE" STUFF?

Personally, I dig "big scale" stuff, such as Monogram's 1/8 scale rods, etc. Why don't you run more of these?

John Erickson
Birmingham, Ala.

No sooner said than done. As a matter of fact, we've a whole raft of "big scale" articles coming up by Mr. Ben Millspaugh, a "super builder" of concourse cars. You'll find Ben's first one in this issue, on page 24.

MORE HOME RACING STUFF

Who cares about 1/24 scale racing! The last shop closed down in my neighborhood years ago. That leaves just 1/32 and H.O., chums. Don't waste space in my favorite magazine on that big junk, when only a handful of your readers even have access to a commercial track.

Eddie Mandel
Seattle, Wash.

Eddie, we try to balance our issue with articles for everybody. Since our mail runs approximately five to one in favor of H.O. we're going heavier on H.O. Next up to bat is 1/32 scale, and finally 1/24. We'll continue to balance the articles to that formula.



"Plastic bodies are no good. You need a wooden one!"

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SEE PAGE 67

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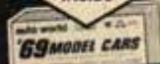
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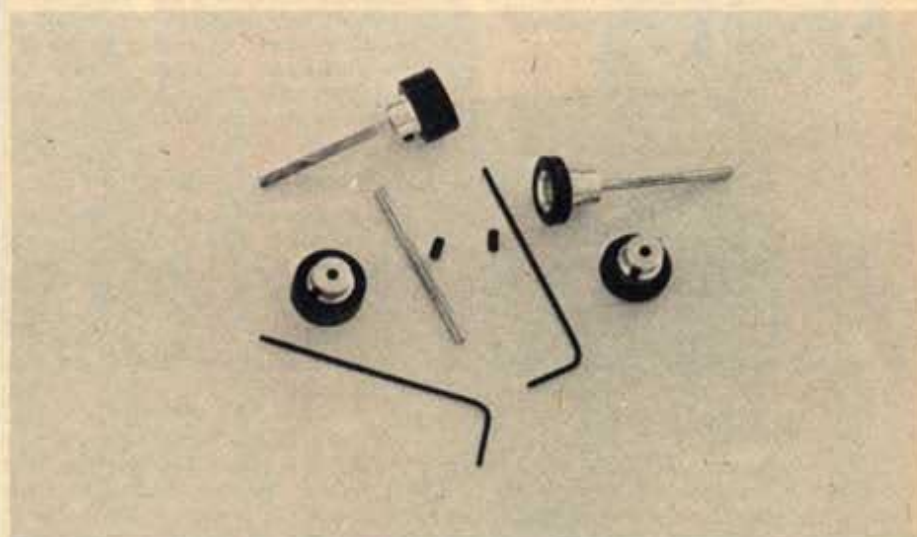
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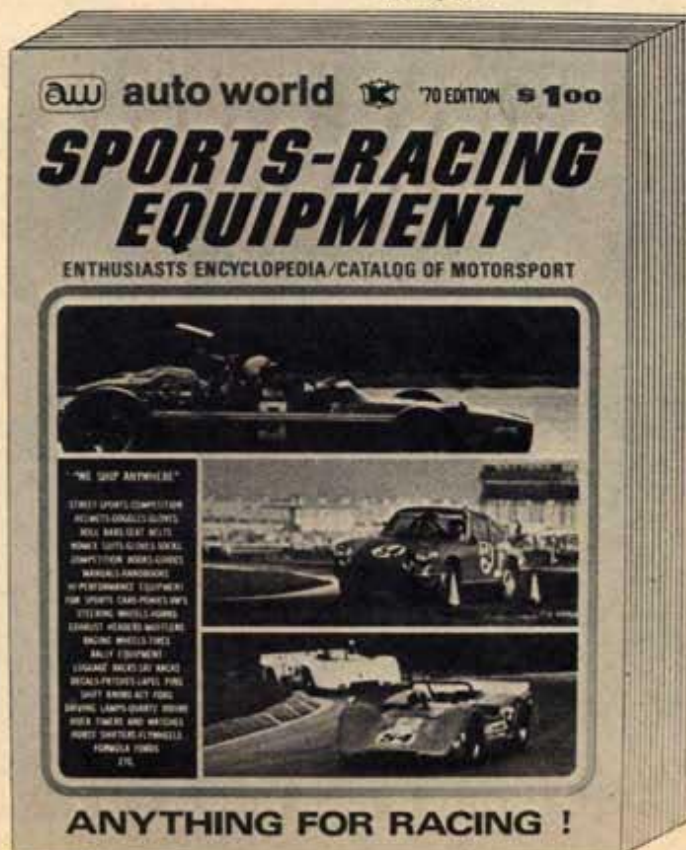
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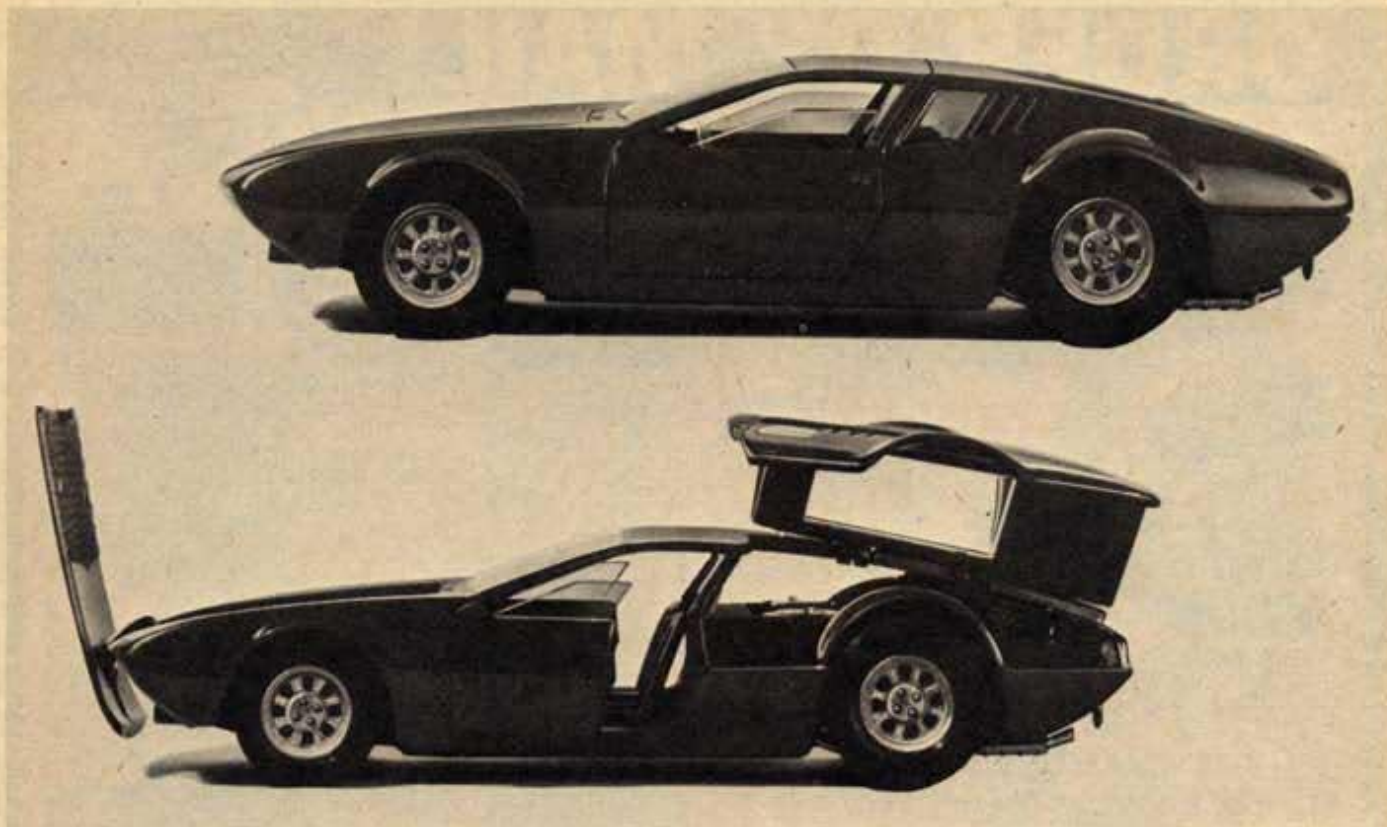
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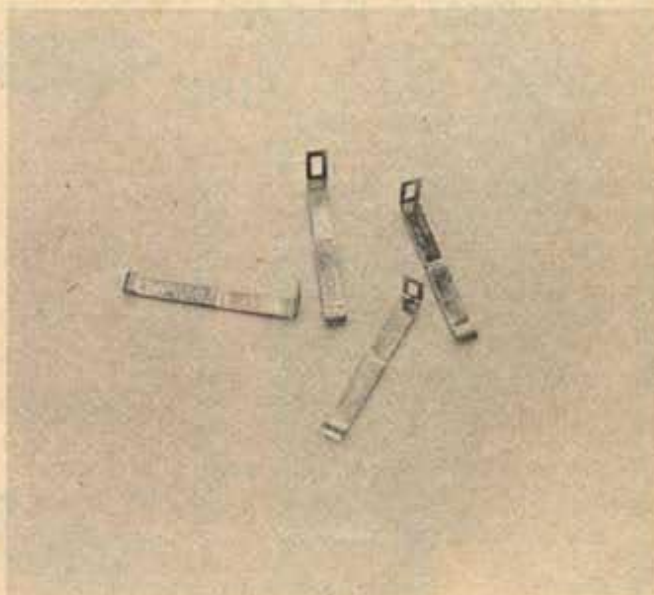
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Model Rectifier Corporation swings with their new 1/18 scale plastic model car kits, produced by the Tamiya Co., Japan's finest plastic kit manufacturer. The cars retail for under \$7.00 and are loaded with every conceivable working feature you could wish for. The Porsche Carrera, pictured, is just one of the new line. See them at your dealer soon.



Also from **Champion** comes still more H.O. goodies, a pair of new competition pickups in plain, at 19¢ a pair, or silver, at 29¢ a pair. Should help performance considerably.

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NAMRA World



As this is being written, NAMRA has just completed its 1968 Nationals for its scale racing division. It has also just completed its second and very successful Group VII race held in Conn. (See race report elsewhere in this issue — Ed.) Now, it's preparing to run off its third in three months in New Jersey. So far, all indications are that the Group VII formula has gotten off the ground in good shape and commercial raceways all along the East Coast are beginning to ask for race dates, and/or how to start a series of their own.

NAMRA's oldest division, its scale group, as always continues on its way with looks being every bit as important as performance. And its supporters are, I am happy to say, as happy and as independent as ever.

There's no stagnation here as some would suspect. In fact an up and coming chassis construction article will show that chassis design continues to move forward, and may just introduce yet another design theory to the bigger go-fast 1/24 crowd as it did when it first showed its angle winder design. So far all reports (and a few hours driving one of the new-design chassis) show that they handle as well (if not slightly better) as the angle winders, and they can be built a lot easier.

Back to Group VII for a moment. As mentioned, it's really coming on strong, counting by the numbers attending the events, and without any real advertising prior to holding them. It would appear that the rules and program are a good blend and they seem to be doing the job well enough to hold an entire day's event, three classes of almost 70 people in just about ten hours. And that's ten hours from the opening of registration until the last car crosses the finish line. Eleven, if you count the time required to give away the awards and take a few pictures for MCS.

The Group VII division, as was explained last month, is for the jet-set type of car. Strictly Can-Am machinery with the ever-popular 3/4" fronts and 7/8" rears. NAMRA's Group VII race series is also sponsored by MCS, as is the scale division. NAMRA is not going the big money route; it doesn't believe this is the way

to go, and never did. However, it also realizes it is now catering in part to a very sophisticated group of racers — the pros — and so, giving them just what they want, they take home cash for their wins. They take home their gate, and just their gate. And it's broken down to all eight places in the main.

NAMRA's Class B drivers, the old semi-pro class, takes home the loot. And so far it has been getting better and better. NAMRA awards to all eight places were gift certificates for merchandise, merchandise selected by the winner. The tab for this is picked up by NAMRA, no outside help. To this, as of the very first event, are added the merchandise donated by local manufacturers, big and small, and the track hosting the event. The first event saw the start of this when that Eastern controller whiz, Gorski, donated his first unit, a full house \$34.00 Gorski hand-controller. He does this at every Group VII event. Now we get a ditto of this from people like Bob Emott, with an Emott chassis donated per event. Another ditto with a Chassis from Tony P, and Water's body shells. In fact, at the last event every one who attended received a new one-off Water's vacuum-formed shell. And the list goes on and on — Connie T painted shells; Team Nutley equipment; stuff from RVM, Brady & Emott, etc. Those donating are happy to do so, having faith in the program, and those on the receiving end are delighted that at last they have a program of their own making that for once offers more racing and less nonsense than ever before.

What of that important segment of the program, the Class C drivers? These are, for the most part, the youngsters, the drivers that will soon fill the ranks of the B and later A classes. These drivers are awarded trophies for their efforts. And now, with a NAMRA ruling that allows donors of merchandise to choose who their equipment goes to, many Class C drivers are taking home equipment they might otherwise not be able to afford. Merchandise that does in many cases, allow them to be more competitive in the next event.

The program is good; it's working. We are regularly being complimented by enthusiasts and spectators alike on how smoothly the program runs and how good the quality of the racing is. There are several officials per event, each with his own job, and no overlapping. And this helps to make it run smoothly. Three people at tech, two at registration. Two (and sometimes three) race announcers keep everyone posted of where they are all the time and hold the interest of the spectators. A pit steward sees that no car is touched after being impounded, and the Race Director is armed with the rules book, and that's law! No bickering, no arguing, no different interpretation of the rules. It's by the book. And you know, everyone agrees

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SEE PAGE 67

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NAMRA World



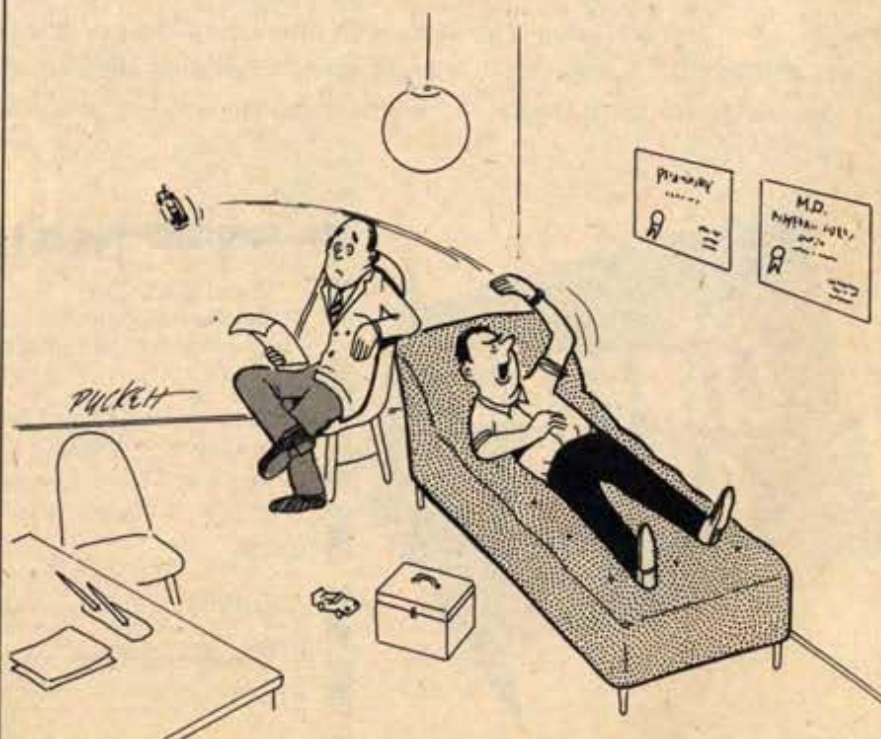
its never been better. Sure, those who would cheat continue to try, but only until their actions are spotted, and then down comes the hammer and they're out. We've already had one super star get nailed, become ruffled and walk out. Result, a quiet cheer from those weary of seeing him get away with it. The race went on without him, and no one really missed him.

And now we get some name drivers, long in retirement, coming back. Drivers who had, years ago been NAMRA members and who had switched for the faster race programs

and then quit because of the petty arguments. An example of this is Eastern wonder boy Howie Ursaner flying in from the West Coast (now home) to attend the first Group VII meet. The names are back, the same names that help write these rules and now see that, with NAMRA organization, the rules are upheld and enforced.

NAMRA has only one thing on its mind, and that's racing, the best racing it can offer. The first events pulled people from Washington, Massachusetts, Connecticut, Maryland, New Jersey, Pennsylvania, California and so help me, Oregon. Memberships are coming in (both individual and group) from all over the East, Southeast and now, the Midwest. And NAMRA, in an effort to continue its racing policies, is electing official race directors in those areas so there will be some official NAMRA voice there. Points are being compiled at National Headquarters so that we can hold a National Group VII meet, and now it looks as though a few special exhibition events will be held to promote the division even further.



There's a full page NAMRA ad somewhere in this issue, and it lists all of the NAMRA divisions. Read it, give it some thought, and then choose the one that suits your racing needs. We're not selling anything but racing.



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Enter "Pick-Your-Own-Prize" now and enter often. Your chances of winning get better every time!

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FREE**FREE**

February, 1970/15

Monogram's speedy spider is twice as wild when converted to a twin-engine, four-wheel-drive dragster!

By Robert Schleicher

TRICK T'RANTULA

Any fan of full-size drag racing knows that one of the answers to the "impossible" times these speedsters turn is traction. Five years ago it was considered to be impossible for a supercharged, fuel-burning "rail" to cover the quarter mile in anything less than eight seconds. Later, the super-wide and so-soft-they-wrinkle-the-sidewalls tires allowed the eight second barrier to be broken with ease. Further improvements in rubber compounds have allowed the basically identical cars and engines of 1969 to cut even the seven second barrier, with over a dozen of the top fuelers turning times around $7\frac{1}{2}$ seconds.

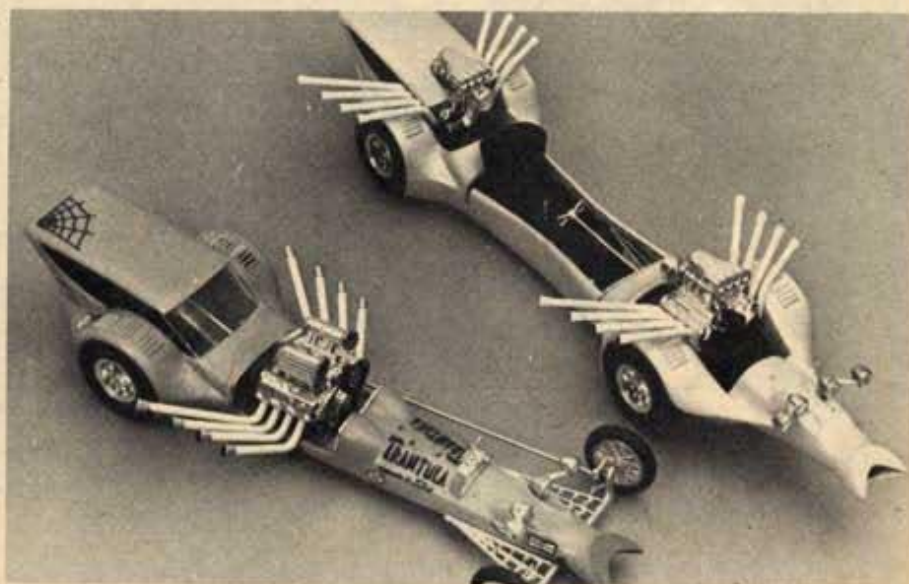
It just could be that this really is the limit for cars of current design. The full-size racers found that there was a limit to the width of the rear tires they used, and that limit is now in use. The rubber compound itself can only be made so soft, and that limit has been reached, too. The faster cars are all treating their tires with bleach and similar compounds to match the tire to the asphalt surface.

If the six second times are to be improved into five-plus second records, it could well be that some of the full-size car builders will turn to driving all four wheels, rather than just the back two. Four wheel drive is expected to be the fastest way to go in International Grand Prix racing, with a half-dozen firms fielding experimental cars during the '69 races. In F.I.A. Formula I Grand Prix racing, however, the rules limit the size of the engine. The NHRA and AHRA drag racing rules are virtually unlimited. While the G.P. builders may choose to drive the car's four wheels from one engine through a long series of gears and shafts, the drag racer has no such limitations. Twin-engined, four-wheel drive dragsters may be the coming thing.

When Monogram introduced its Tom Daniels-designed "T'Rantula" dragster kit in 1/24 scale, all of model-dom heralded it as one of the most fantastic dragster designs ever to see the strip or shelf. A combination of

two of the wild diggers just had to be even wilder! To make the four-wheel drive T'Rantula as much like practical reality as possible, the engines and transmissions from Monogram's "Hurst Hairy Olds" (a model of a full-size funny car that has already tried out four-wheel drive) were used. The compact engines were copied from the one used in Oldsmobile's front wheel drive Toronado to simplify drive line problems. Each engine on the Toronado has an integral transmission and differential unit mounted in about the same space a standard engine alone would occupy. The en-

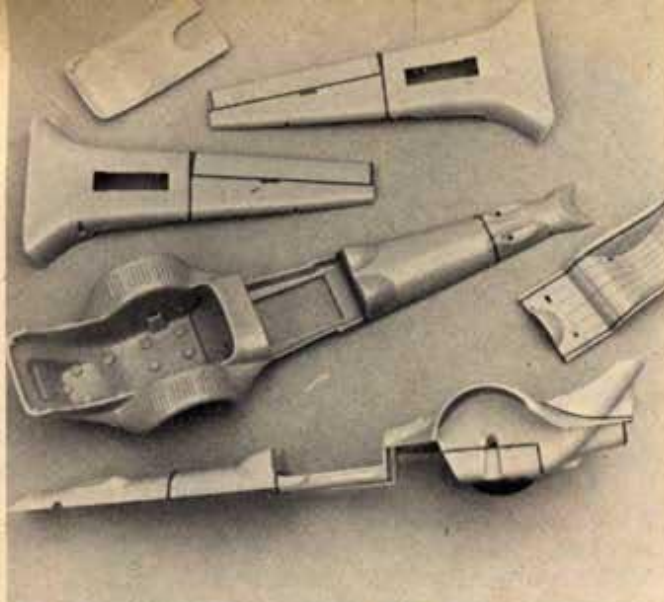
gine placement on our 1/24 scale four-wheel drive dragster indicated that the driver would either have to hang way, way out behind the rear wheels, or be placed nearer the center of the car like the drivers of the Grand Prix cars and Can-Am sports cars. In all, the miniature dragster of the future has all of the elements that could be duplicated in full-size drag racer in search of the mystic five second quarter mile times. It's a fun model to build; and relatively simple if you follow the instructions on where to cut and piece-together the two T'Rantula bodies.



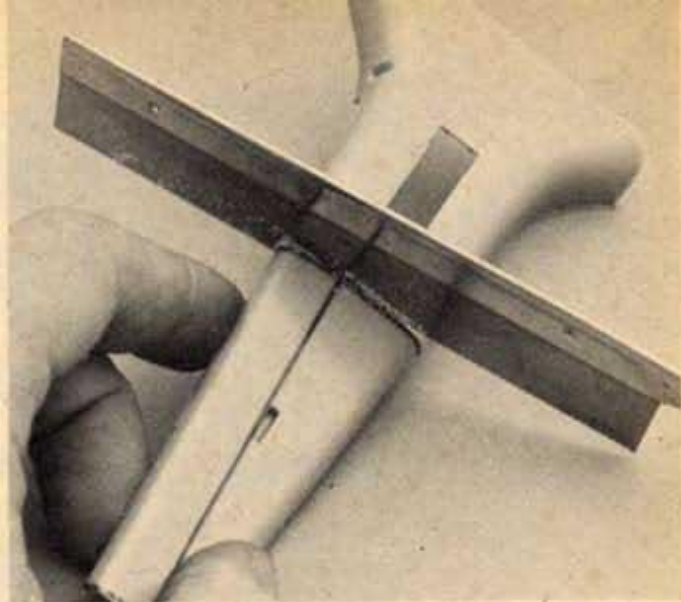
Stock Monogram T'Rantula has a slim and exciting grace, but the four wheel drive version looks all business. Four wheel drive version is painted metallic yellow with flat black trim and interior.

Three kits are required to duplicate our four-wheel drive T'Rantula: Monogram's "Hurst Hairy Olds" kit and two T'Rantulas.

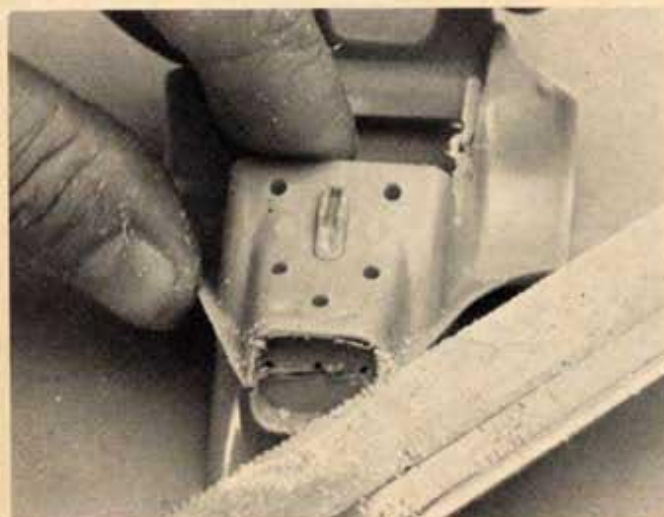




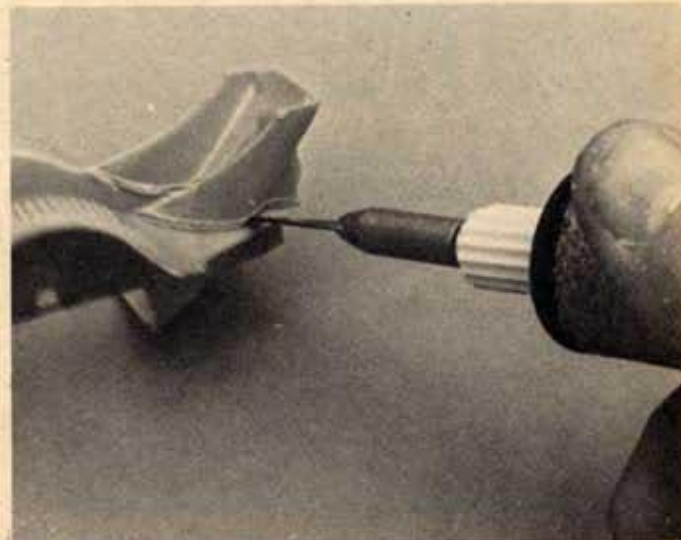
Mark off the places to cut the bodies from the two T'Rantulas, exactly as shown, with tape or pencil before assembly.



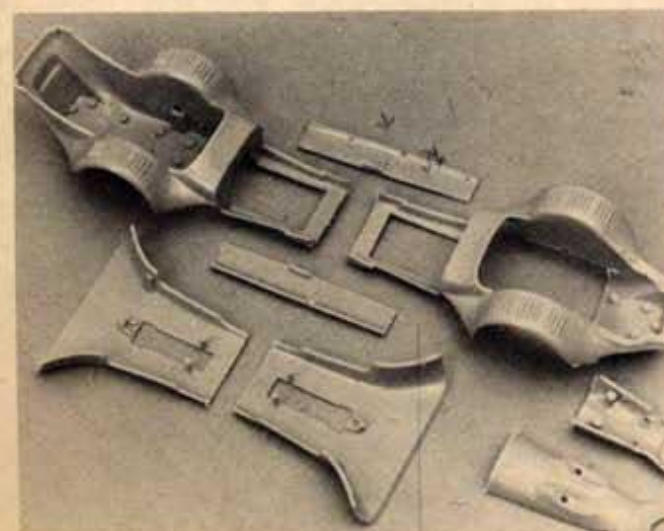
The straight cuts on the various body panels can be made with an X-Acto razor saw. Trim away any remaining burrs.



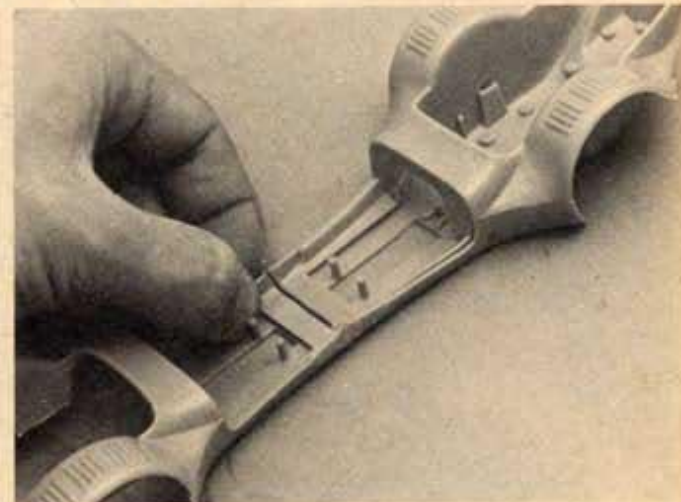
The bottom half of the drag shoot on only one of the bodies is trimmed off exactly vertical below the fender flares.



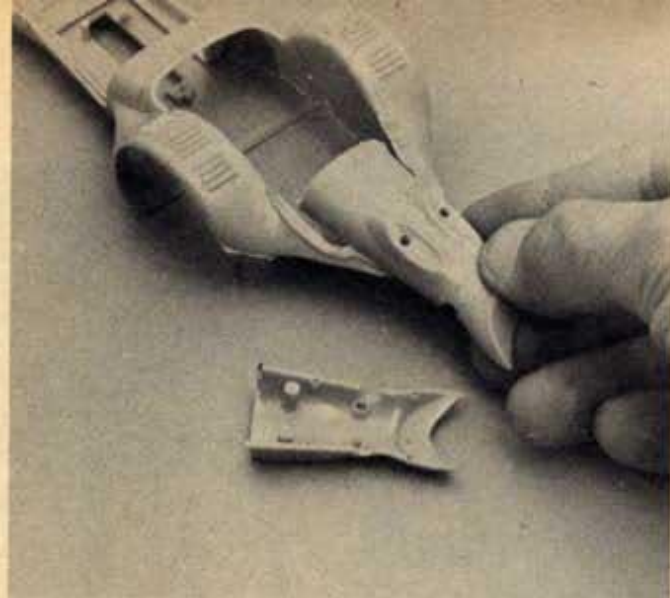
On the cut-drag-chute body, the top half of the driver's compartment is cut off along the flare with a hot knife.



The two Monogram T'Rantula bodies will look like the pieces in the photo if you cut each in the proper place.



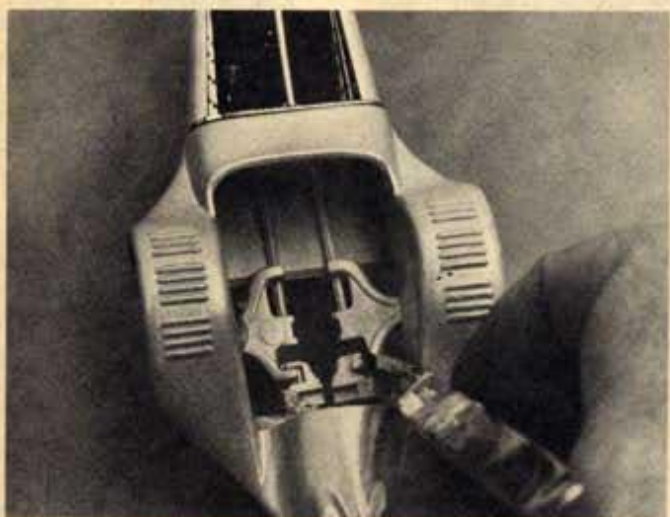
The two back halves are joined as shown. A piece of masking tape will hold the parts in alignment while the glue dries.



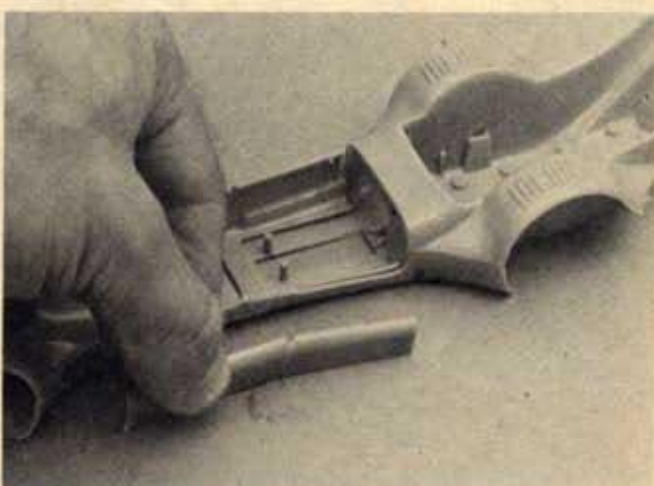
The body that was rough cut with the hot knife must be carefully trimmed so the nose will nestle down between the flares.



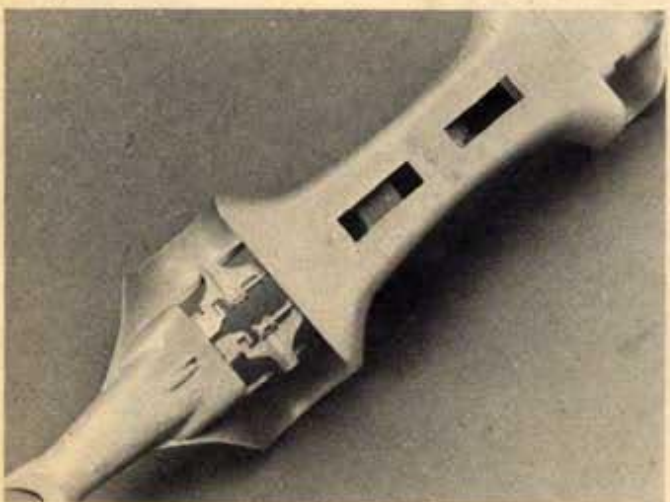
The shorter-cut nose piece fits beneath the longer piece shown, with the bottom piece butted up against the trimmed-off drag chute mount. The "eyes" on the bottom piece are filed flush with the surface. Fill in the gaps between any of these pieces with body filler.



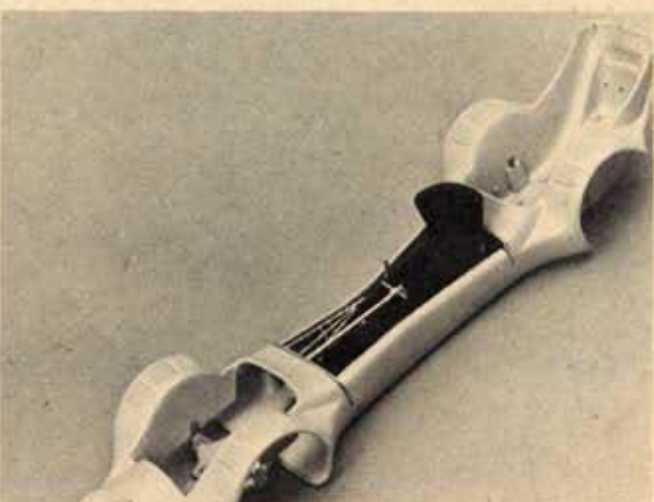
The front suspension pieces from the "Hurst" kit are trimmed to fit the engine bay of the T'Rantula and glued in place.



The side panels, cut from the belly pans, are bent in the middle to match the contour of the center section. Be sure to allow room for the chrome firewalls when gluing in place.



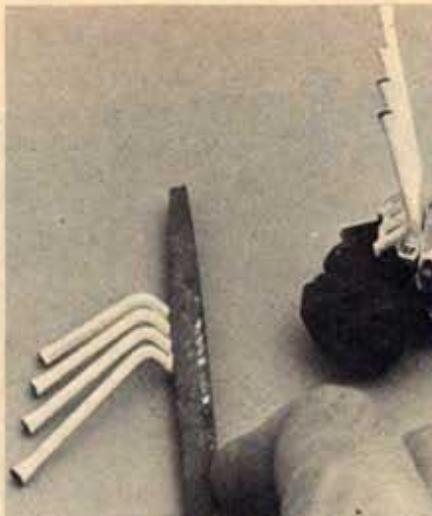
All of the seams between the body panels are filled with metal-base auto body filler, sanded smooth, primed, then painted.



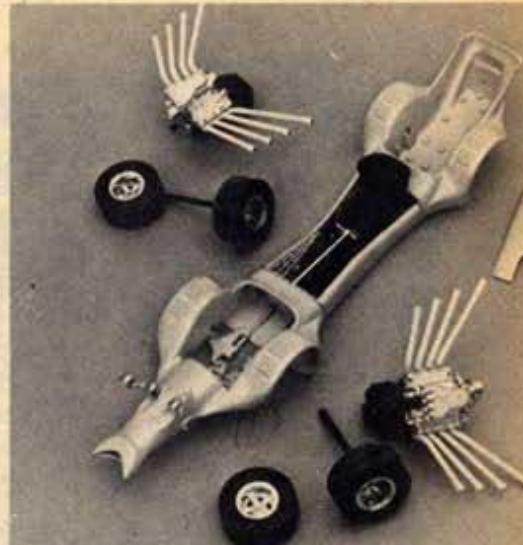
The sides of the seat must be trimmed to clear the new central driver's position. Note edges of chrome firewalls, here.



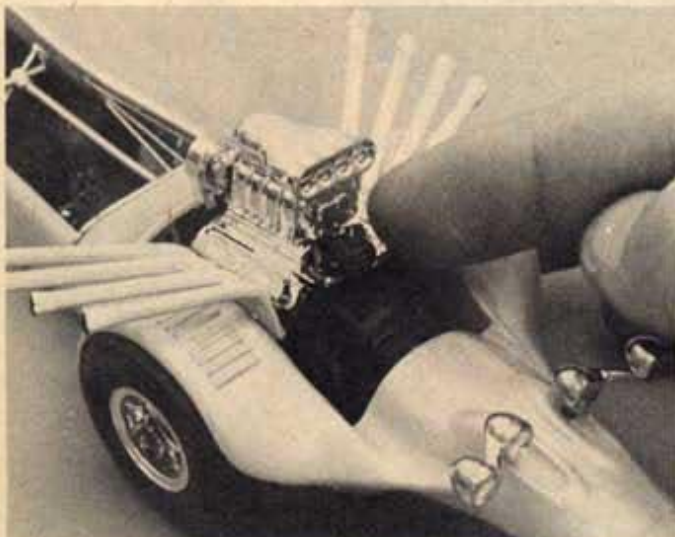
File off all traces of the kit exhaust headers from both engines in the "Hurst" kit before gluing halves together.



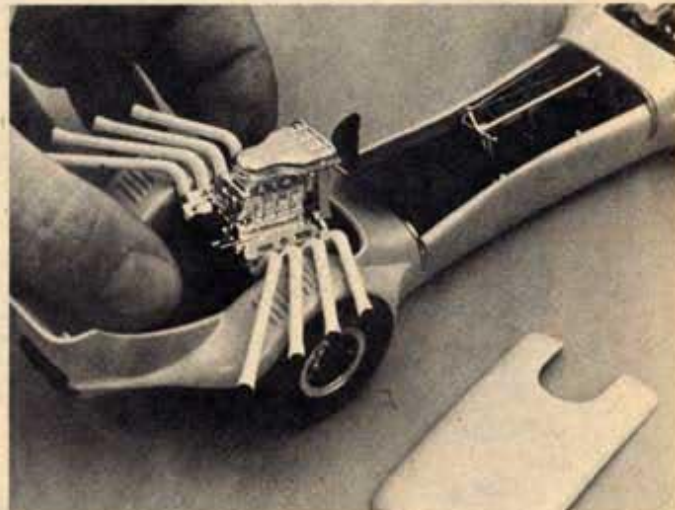
The ends of all four sets of exhaust headers from the T'Rantula kits must be filed flat so they will attach as shown.



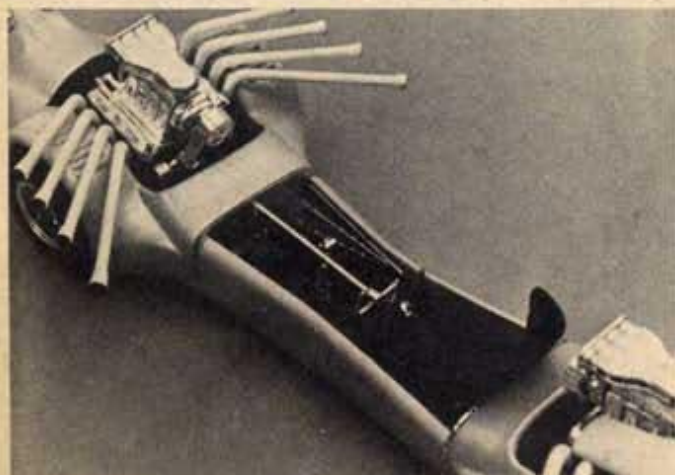
All four wheels and tires are T'Rantula, with all of the engine pieces and chrome parts from the "Hurst" kit.



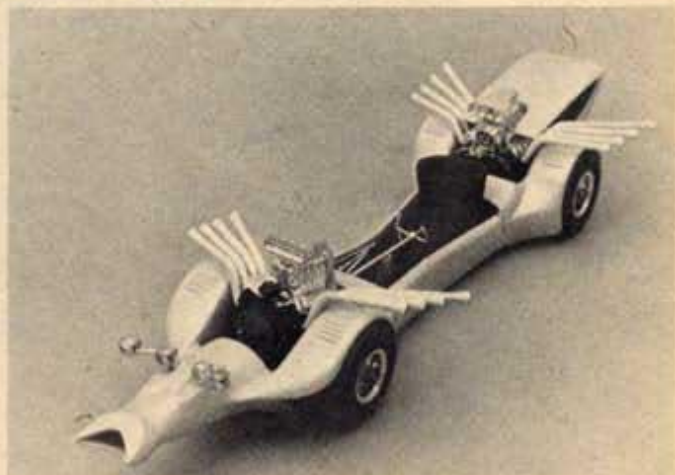
The front engine is mounted with the blower drive belt toward the rear and the air intake scoop pointed forward.



The rear engine sits in the area occupied by the driver in the stock T'Rantula kit, with blower driver belt toward the front.



The steering wheel and column are supported on a segment of the "spider web" draglinks. Segments of other "spider web" draglinks add bracing inside.



The completed four-wheel drive T'Rantula looks a bit different from any angle and oh-so-wild. A full-size version of the car could cause competitors to "red light" just from shock!

MOTION MAGIC

By "Brick" Price

Few production cars stir as much excitement as does the Corvette. The blinding acceleration of the current crop of stock 'Vettes is enough to stop the ticker of anyone with even a trace of red blood in their arteries.

Joel Rosen, of Motion Performance, Inc., felt that this kind of performance was a good starting point for his personal GT car. His background and knowledge of racing cars dictated that the car be rebuilt almost from the ground up.

Body work included mounting the rear window flush, with the stock "wings" creating a true fastback roofline. Flared fender wells, functional hood scoop, side vents, LeMans quick

fill gas cap, and side-mounted exhaust add to the car's looks.

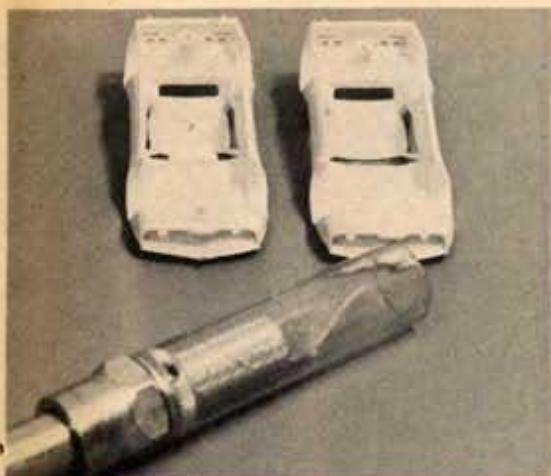
Motion Performance, Inc. is noted for putting out fast cars, so little needs to be said about the car's handling and performance potential. One of the options listed is a "mightier than Zeus" 454 cubic inch 'Vette engine, breathed on by Motion.

With this kind of good looks and performance, how could anybody pass it by for competition use? Not us, that's for sure! We had our choice of sending \$10,500 to Joel, or \$.39 to a hobby shop for a Mini-Lindy '69 'Vette. We all know what we would like to have done, but we decided to wait until payday for Joel's car.

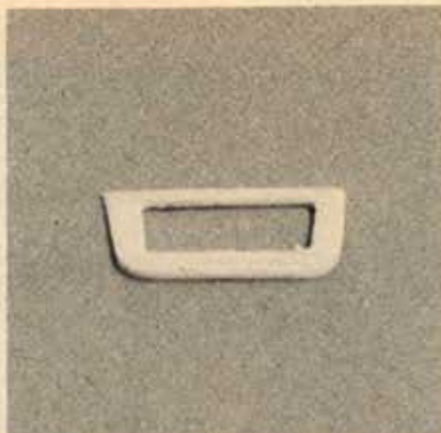
We can, though, build the HO racing version now. We decided to use the Phase III HO chassis, shown in last month's issue, so we wouldn't be a sheep in wolf's clothing.

Here's a true-to-life replica of Motion Performance, Incorporated's Corvette — in H.O. scale!

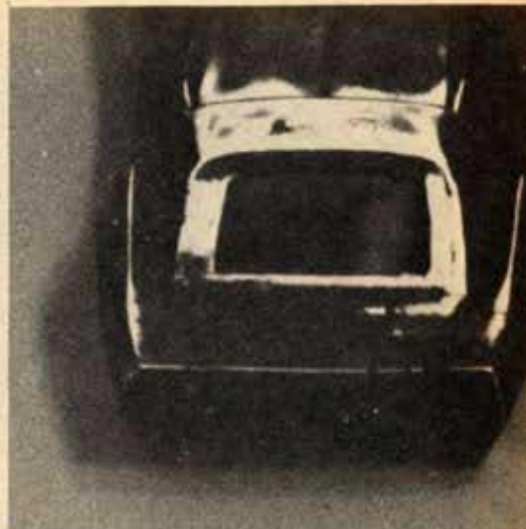




It's fortunate that we're building a fastback version of the 'Vette, since the rear window of the stock 'Vette won't clear the Aurora chassis. Cut out the area around the rear window, flush with the "wings."



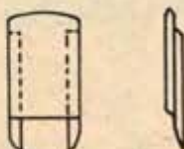
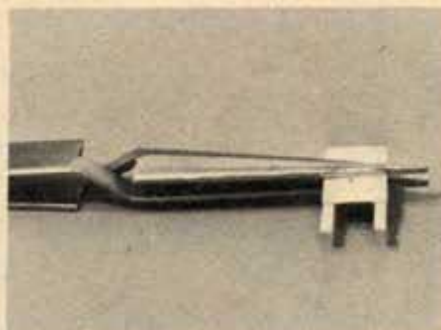
Cut a piece of .050" sheet styrene, as shown, to form the new window molding.



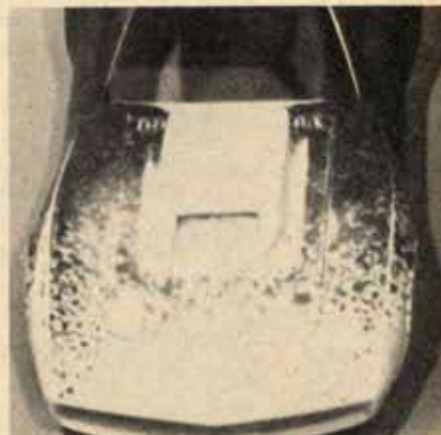
Glue the window molding to the "wings," roof and rear deck. Fill in any open areas with AMT putty. Sand smooth.



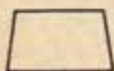
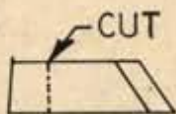
Fill in the stock hood scoop with putty. File smooth.



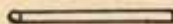
Construct the GT 427 hood scoop from three pieces of .035" styrene.



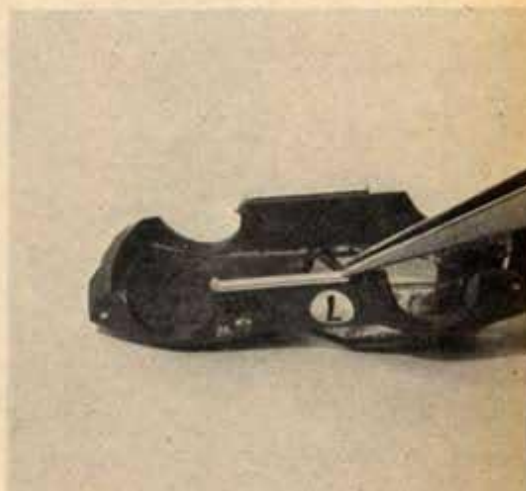
Glue the completed scoop in place over the old scoop. Elmer's Willhold glue was used to blend the scoop into the hood. Paint the body with AMT's "Blue Fog" and add some of Auto World's decals.



Our front windshield was vacuum-formed over the stock windshield as shown. Rear window was cut from an old piece of clear plastic.



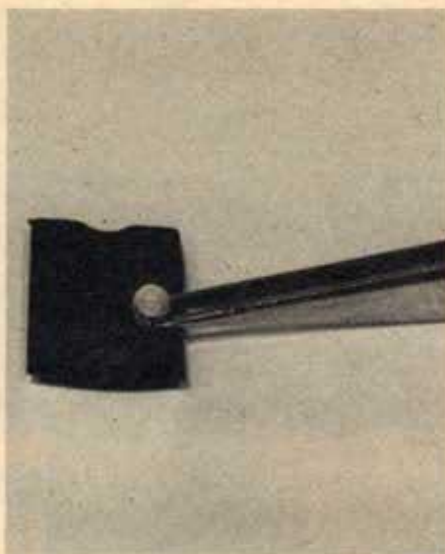
The chromed tie-rods from a 1/25 scale kit are perfect for exhaust headers. Finger nail clippers are a great tool to use for cutting small pieces like this.



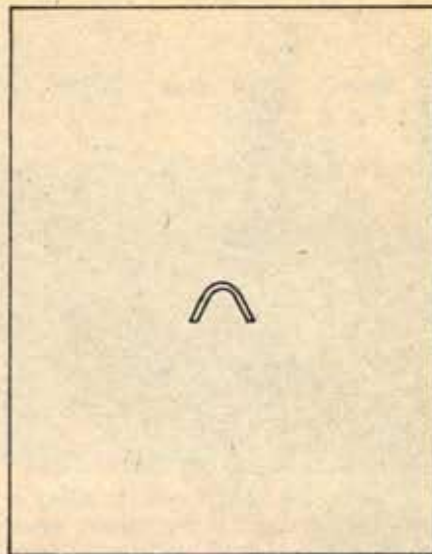
Heat the headers over a candle to get the desired shape. Glue them to the bottom edge of the body on the kick panels.



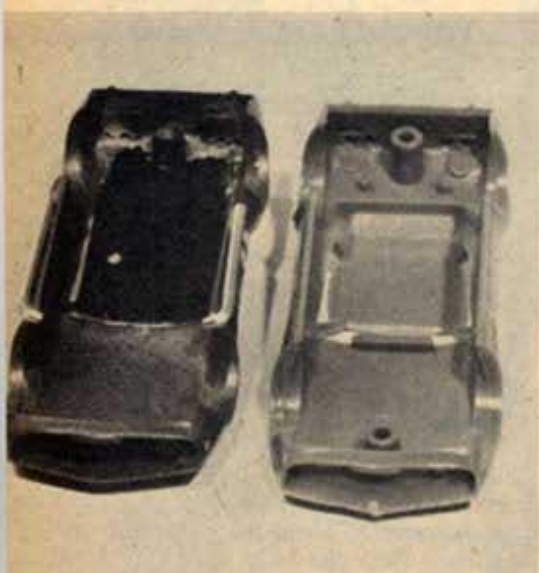
Cut a piece of black plastic or cardboard to fit the inside of the car's cockpit. Drill a hole large enough to accept one of AutoWorld's driver heads.



Glue the driver in place before trying to paint him. The interior piece can be used to hold him during painting.



A roll bar can be made by cutting a straight pin and bending it to the shape shown.



Cut the rear mounting post down by 1/8". Cut the front post out entirely.



A piece of plastic tubing or the old mounting post can be glued into a position that will match up to the Aurora chassis.



Discard the front and rear bumper assemblies. Kemtron HO scale screen is cut to fit into the grille opening.



La Ganke's wire wheel inserts were used in AJ's rims for more realism. Paint the entire tail end flat black except for the tail lights.

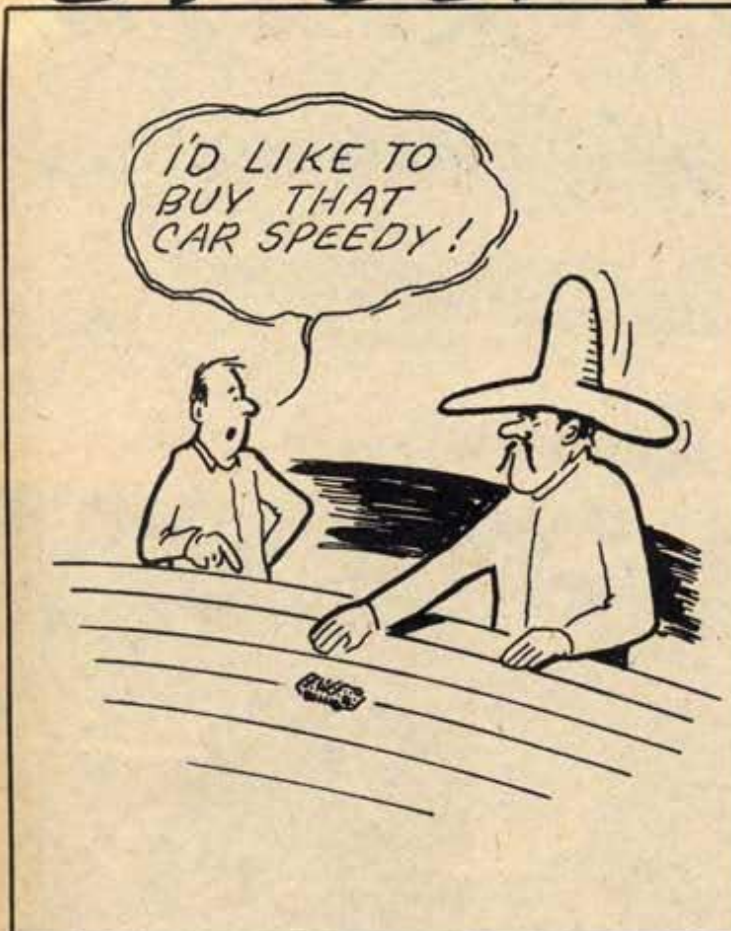
22/Model Car Science



Our Phase III 'Vette is poised here next to the stock Mini-Lindy shell and an Aurora Mako-Shark for comparison. Who says HO doesn't offer enough realism?

SPEEDY

by PUCKETT



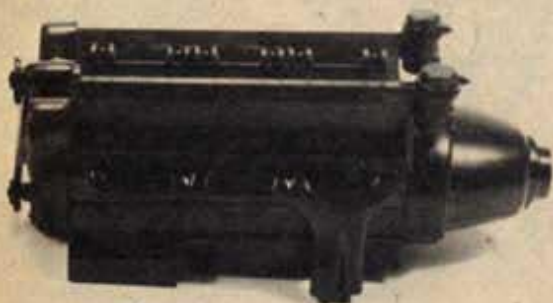
RENEWAL'S 275



GRAND TRANSIT — ITALIAN STYLE!

By Ben Millsbaugh

FERRARI . . . The word strikes the imagination as only one thing — the very finest. In all the world no car is more desired than the fabulous Ferrari. Ask the average man what a Ferrari is and he will probably say, "It's one of those expensive Italian sports cars!" Ask a sports car buff what a Ferrari is and he will undoubtedly say, "Man, it's the top of the ladder!"



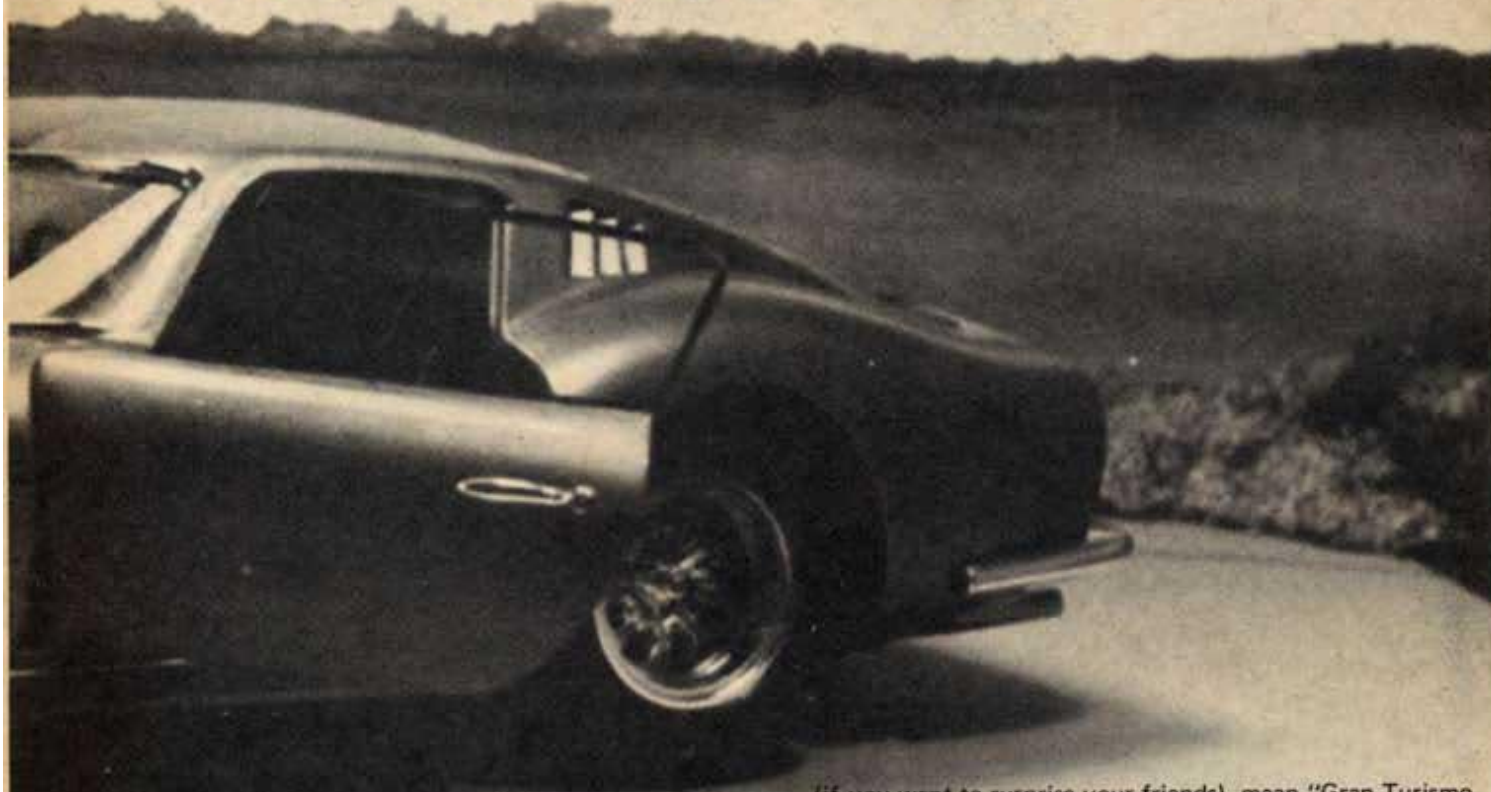
Following the basic instructions in the kit, assemble the Ferrari engine. After "annealing" the plastic to remove mold release, spray the engine flat black with primer. (Annealing means to wash the plastic in a strong detergent to remove the mold release.)

24/Model Car Science



The frame, after the same annealing process, is also painted flat black and the basic engine and frame are assembled and chrome parts added.

GTB FERRARI



As automobile manufacturing companies go, Ferrari is not a large one. However, it is probably one of the most highly specialized of its kind in the world. Great racing machines have rolled almost continually from this Modena plant and will, most likely, continue to do so in the future. Names such as Type 125; 166; 1500; 195; 212; Inter; Mille Miglia; Mexico; America; Mondial; Europa; Superamerica Testa Rossa; Dino and Berlinetta, are all Ferrari trademarks. Even the present GTO letters carried by Pontiac are from the earlier Berlinetta Ferrari GTO. The letters, by the way

(if you want to surprise your friends), mean "Gran Turismo Omologato!"

One only has to look at the crisp lines of the 275GTB, featured in our article, to understand why Mr. Enzo Ferrari subcontracts so much of his work to the master coach builder, Pinin Farina. Others have put their steel and aluminum creativity on the Ferrari chassis, but Farina seems to reign supreme in this capacity.

The beautiful 275GTB by Renwal is a model worth spending many loving hours perfecting. I hope that you will achieve the satisfaction of building this magnificent model that I did. It is truly one of Renwal's finest kits . . . and one of Ferrari's best. Viva Italiano!



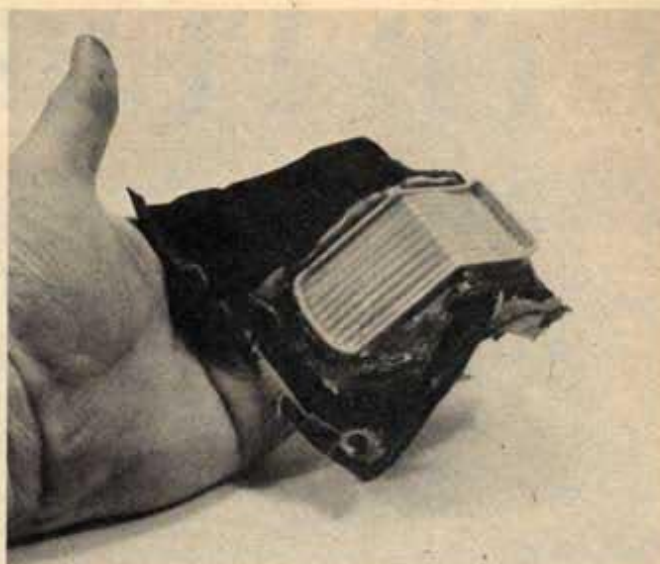
While the frame is drying, start on the interior. The instrument panel is first sprayed with Pactra's Wood Tan. Black Rub 'n Buff, lightly rubbed over the wood-finish color will make it look like fine quality hardwood. If the black is too thick, dip a soft cloth in lighter fluid and gently rub the Rub 'n Buff out. Then polish.



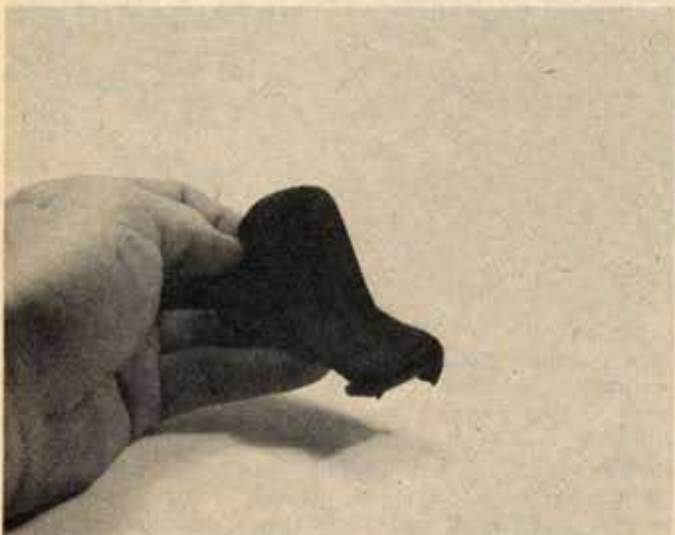
If you want an ordinary car, paint the seats a dark brown "leather color." If you want a "super" machine, try this. Find a lady's glove, made of capeskin. Pick up a bottle of Scotch Contact Cement. It will glue leather to plastic like you won't believe.



Coat the seats with a medium-to-light coat of contact cement.



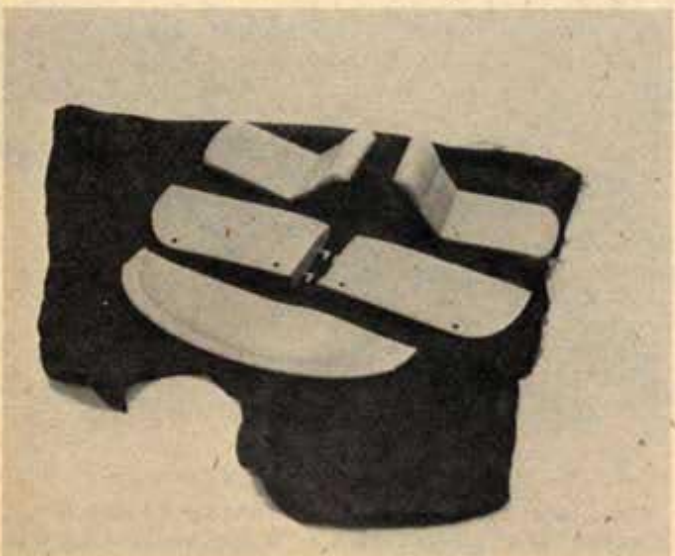
Using a piece of the gauntlet portion of the glove, press the leather onto the seat.



Make certain you've curled the leather around the seat so it doesn't show when installed in the "buckets" in the Renwal kit.



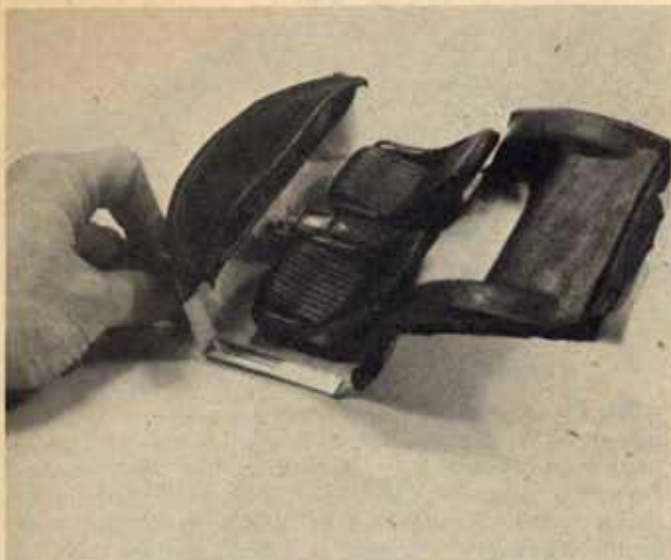
The top of the anti-glare panel is also finished as shown.



Here you can get an idea of all the panels, etc., that can be upholstered in the capeskin leather.



While the seats, door panels, etc., are setting up, upholster the "carpet" section. The Italian manufacturers often use a buff-colored carpet that strongly resembles chamois. So, down to the local hardware for a cheap chamois. Behold — a beautiful scale carpet! Cut it with an X-Acto knife and glue in with contact cement.



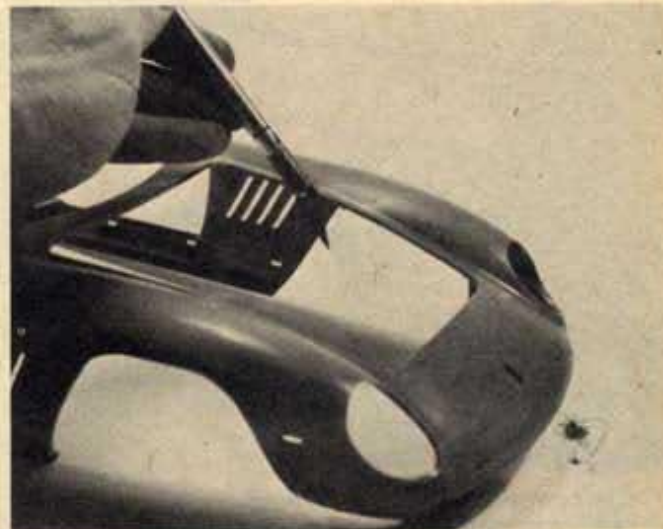
Here's the very realistic looking interior. The leather and chamois will really add "class" to this beautiful machine.



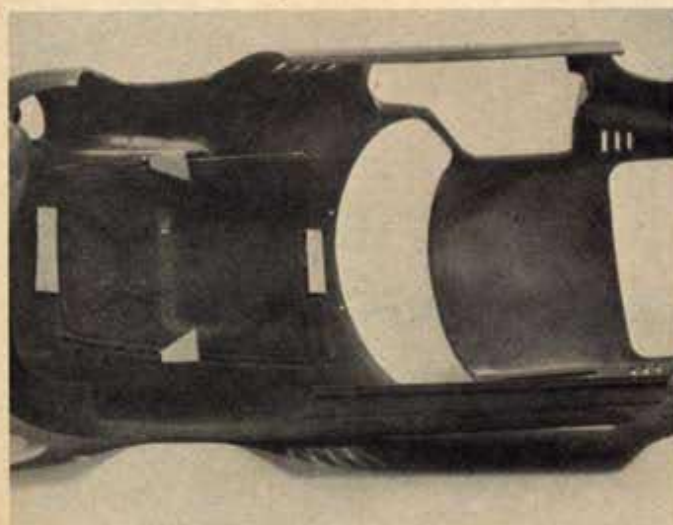
Assemble the wheels and tires.



I found that the body was almost "slick" with a silicone residue. This must be removed so the paint will adhere. "SOS" pads are the only way!



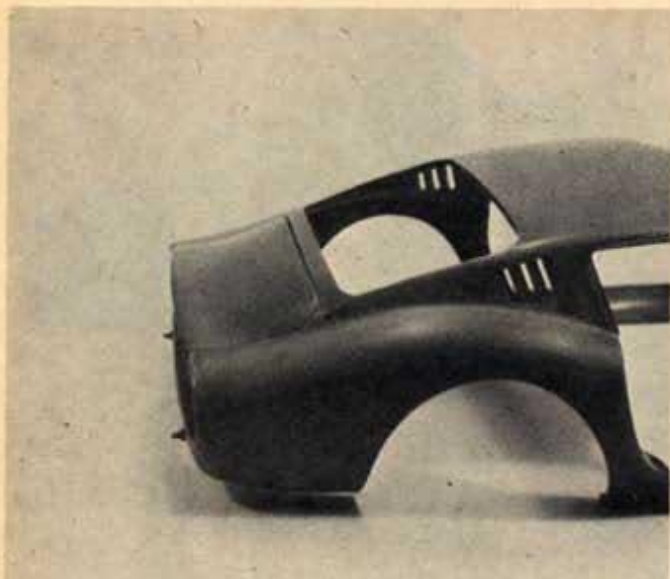
Another problem is the panel fit. The only logical way to remedy the problem is to trim and cut until the doors, trunk and hood fit evenly and perfectly.



If you want everything to open, by-pass the next few steps. However, if you want the car to look smooth and clean, I recommend sealing off the hood. . . .



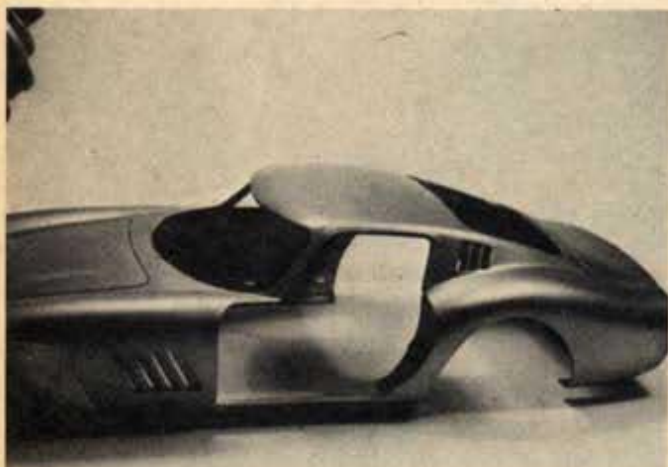
... and right door . . .



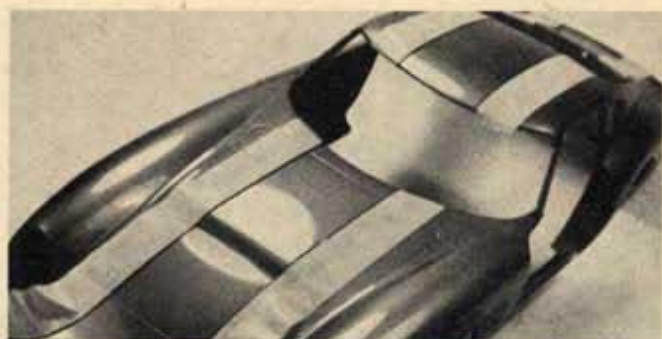
... and trunk, with small tabs of scrap plastic, glued to the hinge points.



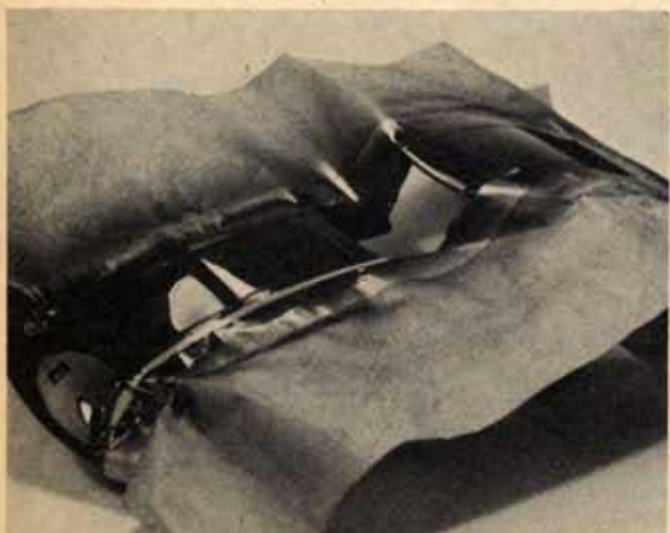
After the doors, hood and trunk are sealed, smooth the uneven edges with No.240 sandpaper. When everything is smooth, spray the body with a coat of Martin-Senour Primer Surfacer. This can be purchased at more than 4,000 NAPA dealers across the U.S. Check your yellow pages. No.000 steel wool was used to "sand" out the primer to check for sanding marks and unwanted bitches. Repeat the process of priming again to achieve a perfect surface and plastic "seal."



You're now ready to paint. Use AMT or Pactra, or Testor's Candy Undercoat Gold. The candy undercoat color will give the car a "metalflake" finish, which will show through our translucent final finish. You can use Kal Kustom's Tangerine, or AMT's Tangerine Candy Lacquer.



Spray a mist coat over the entire car, inside and out. Then hit it with a medium color coat, and finally three or four very light color coats, applied in half-hour apart segments. If you wish to put a stripe on the car, mask off an area about 1-1/2" down the center and sweep it on each side of the grille. Notice: Be certain you wait until the last color coat is exceptionally dry before applying the masking tape! Go ahead and spray the area you want painted, with charcoal brown or any cognac color. It will contrast with the tangerine, beautifully.



After the body is dry, wax or compound the paint to a high gloss. Using the instruction sheet, assemble all the parts in correct order.



Here's the end result. Feast your eyes!

"CAPTION THE CARTOON" CONTEST

This is the simplest contest to enter and win yet! Just think up a gag line to this wild cartoon by Joe Puckett, then fill in the coupon and mail it as soon as possible.

If you don't win this one, watch for the next one. We'll be running one a month! And you can win a free one year subscription to MODEL CAR SCIENCE!



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Florissant, Mo. 63033

February, 1970/29

GROUP 20!

By Mike Morrissey



Here's how to "race prep" a car for the National Competition Committee's new racing class

Last August, the National Competition Committee put its new "Group 20" rules into effect, and several manufacturers put G-20 equipment on the market.

If you, somehow, haven't heard about Group 20, here's what it is: It's an all-new kind of racing class that requires the use of the NCC Group 20 armature (made by Mura but marketed by several companies) and the NCC Group 20 chassis (made by Champion,

but, once again, marketed by several manufacturers).

Those are the only equipment requirements. You can use any sports or GT Coupe body, any tires, any motor parts around the armature, and any running gear. As long as these parts conform to the National Championship Rules, they're legal.

The armature is a 27-gauger, and does the job it was intended to do. It puts out pretty decent power, has terrific brakes, runs cool, and will run at least six hours on even the most scorching battery power before it needs any maintenance. On tracks where even the 24-gaugers last a long

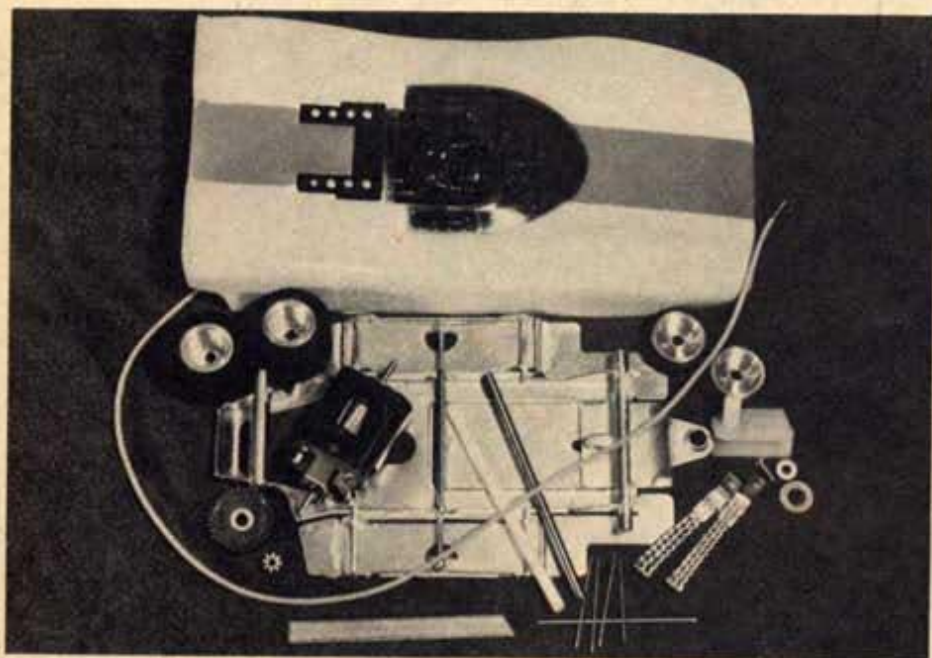
time, the Group 20 armature has been known to run over 30 hours with just an occasional drop of oil to keep it happy.

The chassis is also excellent, handling surprisingly well, and, once you've made the few modifications listed here, proves to be just about indestructible.

As this is written, the 1970 rules are being formulated, and will be published in *Model Car Science* as soon as they are finalized. It looks now like the Group 20 chassis rule will be opened up to allow any manufacturer's stamped chassis that retails for under five dollars and has been approved for Group 20 by the NCC board.

But the Champion frame will be very hard to improve upon, so I can do this story confident that anyone putting together a car like this one will have a very competitive Group 20 throughout 1970.

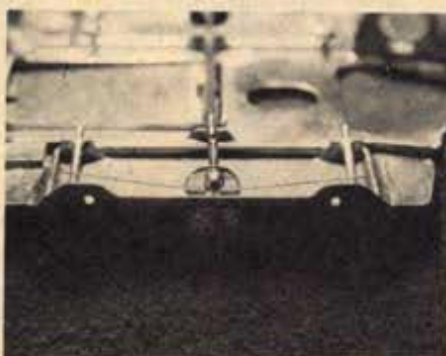
The following paragraphs correspond to the numbered photos.



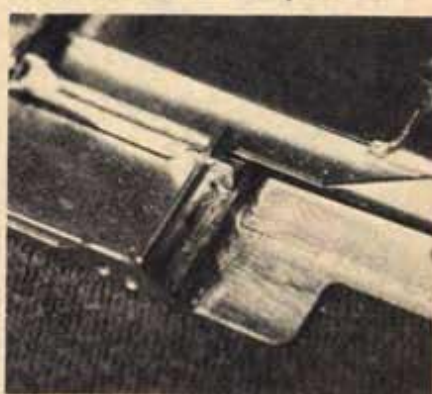
1. If you have to start completely from scratch, all the parts listed here will run you a little over twenty bucks. If you see a Group 20 kit you like, you can save money by getting it for \$19.95 complete. From the top, going clockwise, a lightweight butyrate Dynamic Porsche 908 body with interior; a set of Associated front tires; a Simco Jet Flag with two big shaft washers and a small washer that the self-tapping screw will fit through; a set of Simco braid; a short piece of 1/16" piano wire; four pins; a piece of 1/4" x 1/16" brass strip; a Champion "Arcolite" front axle; a Rigger rear axle; one piece of Rigger's orange lead wire; a Cobra 8-tooth pinion; a Cox 34-tooth gear; a Champion Group 20 motor; a set of Associated rear tires (these are black); and a Group 20 chassis. All this will run over twenty-three bucks, so save yourself three bucks and look for a kit you like.



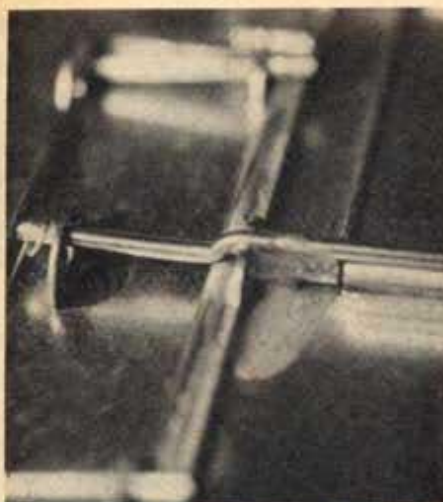
2. The frame will take about an hour's work to make it ready. Solder a piece of 1/4" x 1/16" brass strip, a little over 1 1/4" long, to the front of each pan just under the front axle. If a tech inspector tries to call that an illegal brace, tell him the NCC Vice-President in charge of Competition and Chairman of the Rules Committee says it's just a very legal weight.



3. Experiment for yourself, but most people have found that the chassis gets better traction with the springs on the pans bent up and out of the way.



4. Make sure your pans stay on the chassis by resoldering the two struts on each one.



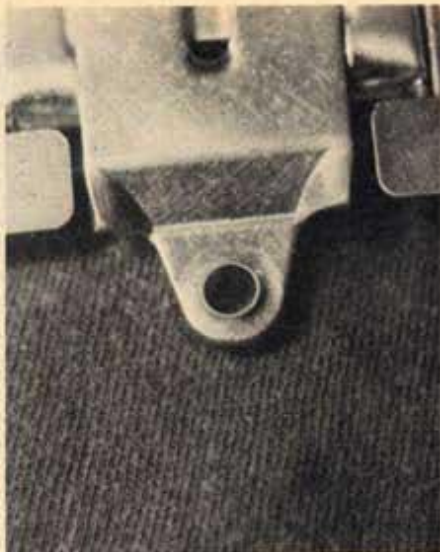
5. The weakest joints on the stock chassis are the two that attach the crosspiece to the swinging arm pivot. Carefully resolder them, but don't solder the pivot up solid.



8. Just to make sure, resolder the pan hinge tubes along the side.



11. Resolder heavily under the front and rear axles.



6. The guide flag tube is going to take a real beating, so resolder it around the bottom.



9. Now screw the motor to the bracket and position the bracket as far back against the axle tube as it will go. Then lightly solder it in a couple of places and unscrew the motor.



12. Now the guide. Slip one of the big washers over the shaft and put the guide into the tube in the chassis. Then put another washer on the shaft (it will lay flat on the swinging arm) and cut the shaft off to within $1/32$ " of the washer. Slip the small washer through the self-tapping screw and screw it down into the shaft as far as it will go.



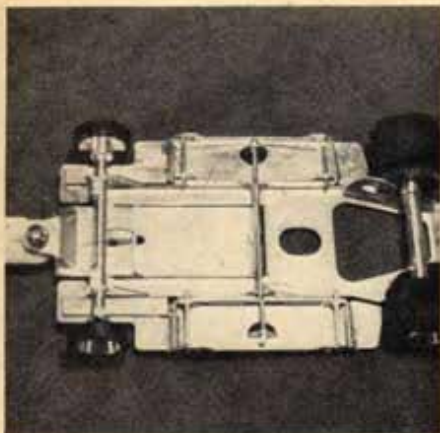
7. Then cut the top of the guide tube off flush with the arm. Use a Moto-Tool, grinder or file.



10. With the motor out, finish soldering the bracket. Solder it around the axle tube very heavily. Then, with either a Moto-Tool or a grinder, shorten the rear axle tube (after pushing the bearings in a little) about $3/32$ " on both ends. You'll have to cut into the chassis itself on the right side. This is necessary because the chassis was originally designed for Champion's narrow rear wheels, and if you use any standard wheel, like Rigger's, Cobra's, or Associated's, the rear tread width will be way over the three-inch maximum. (Until December 31st, a maximum rear tread width of $3-3/32$ " is allowed, but on January 1st, all Group 20 cars must conform to the 3-inch limit.)



13. Put the guide in the slot of a test block. Put some paper under the guide until the front of the chassis is spaced up off the test block. Then put a screwdriver into the slot on the screw, put a soldering iron, with solder on it, against the screw and the screwdriver, and melt the screw down into the shaft. Push straight down until it won't go any farther. Hold it there until its cool and remove the screwdriver. The guide should turn with little resistance, but it should not stop around in the tube.



14. Now the tires. Use the light-weight "Arcolite" axle in the front, and the Rigen in the rear. The Rigen will fit the rear bushings nicely when they're new, but after they're worn in, you'll need a slightly oversize rear axle like a Champion or Dynamic.



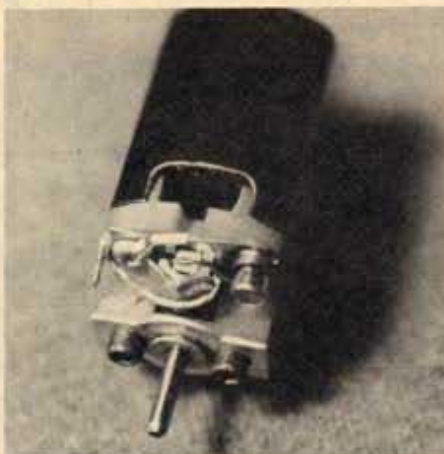
17. Shunted brushes help. Strip about an inch-and-a-half of the insulation off a piece of Cox lead wire and, after twisting the strands, bend an end of it over.



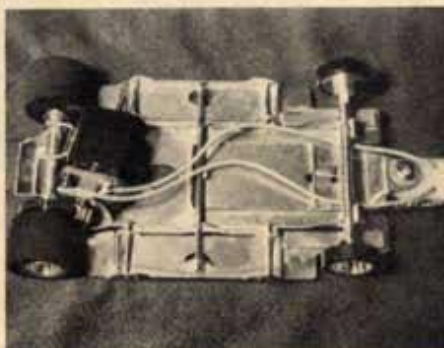
20. Now screw the motor back in, setting the gear mesh so that it has the slightest bit of freeplay. Then make the U-brace out of 1/16" piano wire and solder it to the motor and axle tube.



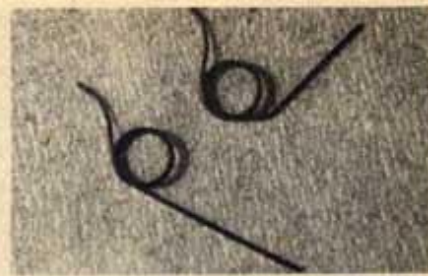
15. Take the motor completely apart. The armature we'll leave alone, but remember, after many hours of running and going through several sets of motor brushes, it may need to be rebalanced and retrued. Send the old arm to Thorp, Dept. MCS, 143 W. Commercial, Pomona, Calif., along with \$1.50, and you'll get the armature back in better condition than it was when new.



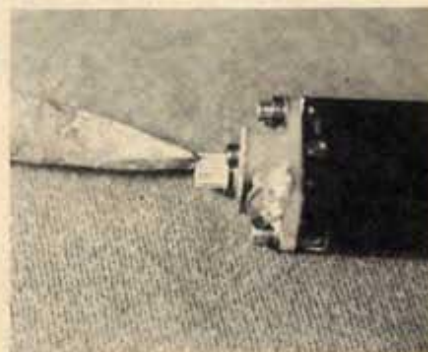
18. Then put the motor back together, adding any shaft washers that may be needed to keep the back-and-forth play of the armature to a minimum. Make sure the armature spins completely freely in the motor. Put in a brush and lay the bent end of the shunt wire in the slot on the top of the brush. After putting a piece of the stripped-off insulation on the long end of the spring, lay the spring in on top of the shunt wire. After the spring is in place, wrap the wire around the lead wire tab and solder it.



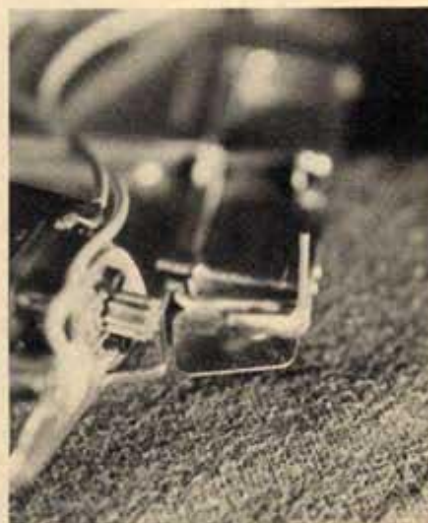
21. Make the lead wires long enough to let the guide turn freely, but no longer.



16. The stock springs on the Champion Group 20 motor are too stiff, so bend them like the one at the top of the picture.



19. If you are using a solder-on pinion, do it this way: Clean the motor shaft off with Energine or lighter fluid, and slip the pinion on. Cut the shaft off before soldering. Then remove the pinion and clean the burrs off the end of the shaft. Filing a chamfer around the end of the shaft is a good idea. Push the pinion back on halfway and put a drop of soldering acid down the hole in the gear. Then put a small touch of solder on a corner of the end of your iron and push the pinion onto the shaft with the iron, letting the solder flow into the hole. If solder flows down around the teeth of the pinion, just clean it out with an old X-acto blade.



22. Put an L-shaped brace on the back of each pan to keep the body from weaving around. Make them out of .047 piano wire.



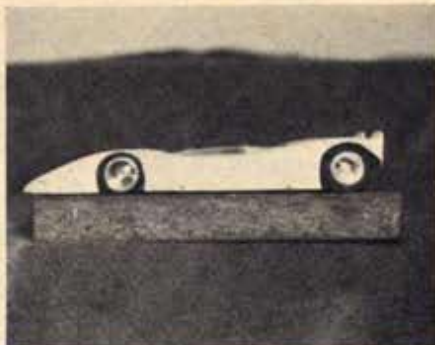
23. To mount the body, set it cross-ways on a narrow test block while on the chassis, and trim until it has about 1/16" clearance between it and the tires. Then, shine a light behind it and you'll be able to see the pans through the body.



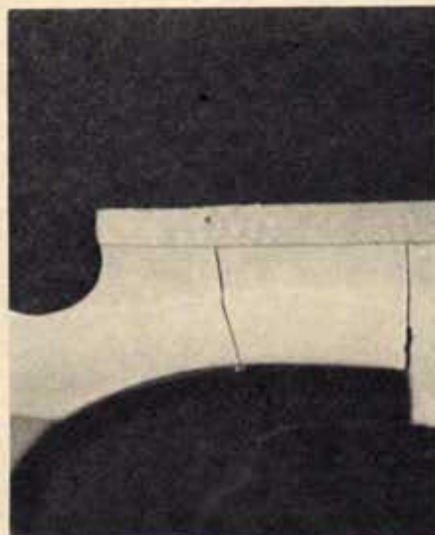
26. Add one layer on the outside.



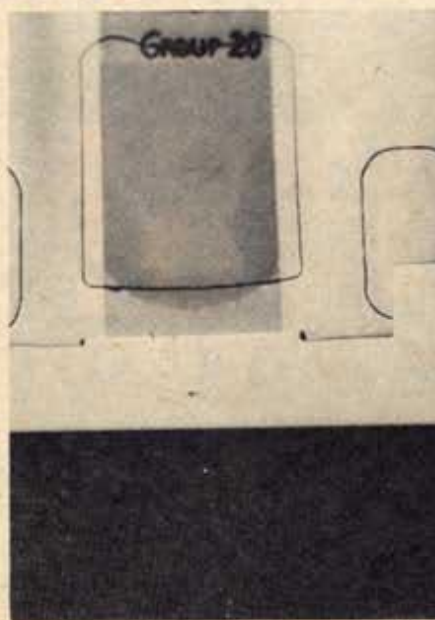
29. "Dams" on the end of the spoiler can be glued or stapled on. Just make sure that they don't extend more than three-quarters of an inch ahead of the rear axle.



24. Mounted, and with the wheel wells cut out, it should look like this.



27. The detail lines in the body will look great if you scrape away the paint on the inside of them with a rounded X-acto blade and lightly paint them over, as we've started to do here.



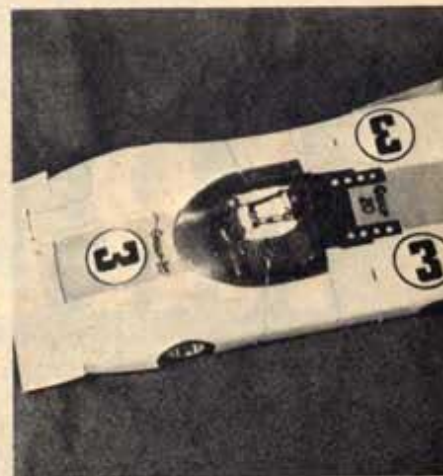
30. The front spoiler can look like this. Part of it slips in under the front of the body and is taped there. It should not extend forward more than a half-inch and can be stapled to the body.



25. Reinforce the pinholes with Scotch Strapping Tape. Use two layers inside the body.



28. The Porsche's back end can be trimmed like this. Glue on a half-inch high spoiler.

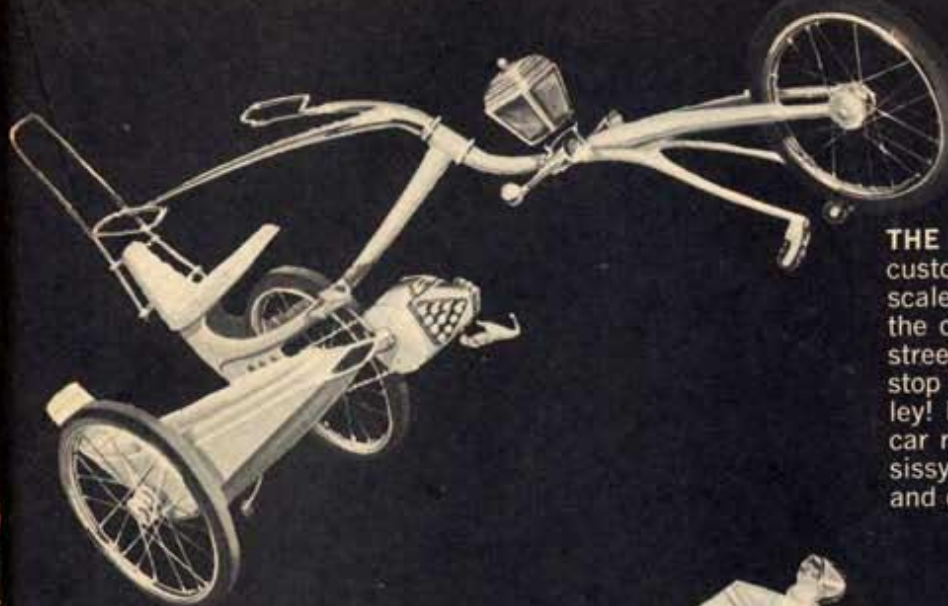


31. And there you are, with the interior painted up and the decals on neatly, the thing could pass for a Pro car. You now have a car that is a potential winner in any Group 20 race and simply will not become obsolete! It should run longer than any car you've ever had before, and will survive really horrible crashes. It's the best investment you could make in slot racing.



GARLITS!

GARLITS WYNNCHARGER! The one word here is Garlits! That's enough to light anyone's fire! The King of the Dragsters . . . and MPC's got him! It's a great, great kit of his super-long, super-screaming record breaker. Authentic to the bolts! And get this: a one-piece rail chassis! A never-before happening. Plus all the goodniks: giant slicks, front spoiler, the mighty Wynnscharger engine . . . and on and on! Plus a wild iron-on shirt transfer of the rail wailing away. Anyone who calls himself a builder will build this one! In one word: GARLITS!



MEAN!

THE BOSS BIKE! Another first timer . . . a customized pedal bike in super-size 1/12 scale! Wild custom pedal bikes are in . . . in the custom auto shows, in the mags, on the streets . . . everywhere! And this is a bike to stop 'em all. A super-chopper by Harry Bradley! Build it as a two-wheeler or go the side car route. It's got the works: Chopper frame, sissy bar, banana seat, tape recorder and on and on. In one word: MEAN!

COOL!

THE ICE CYCLE! Another pedal bike in big 1/12 scale. This one goes on all threes! A kooky cool one decked out for foot power by Harry Bradley. It's got a high rise seat with a sun-shade surrey on top. Pedals, sprocket and chain are all there . . . plus the freezer box up front (with ice cream in it!) . . . and bells to pedal by. Big tires and wheels plus lights all over. In one word: COOL!



SUPERFANTASMIC!

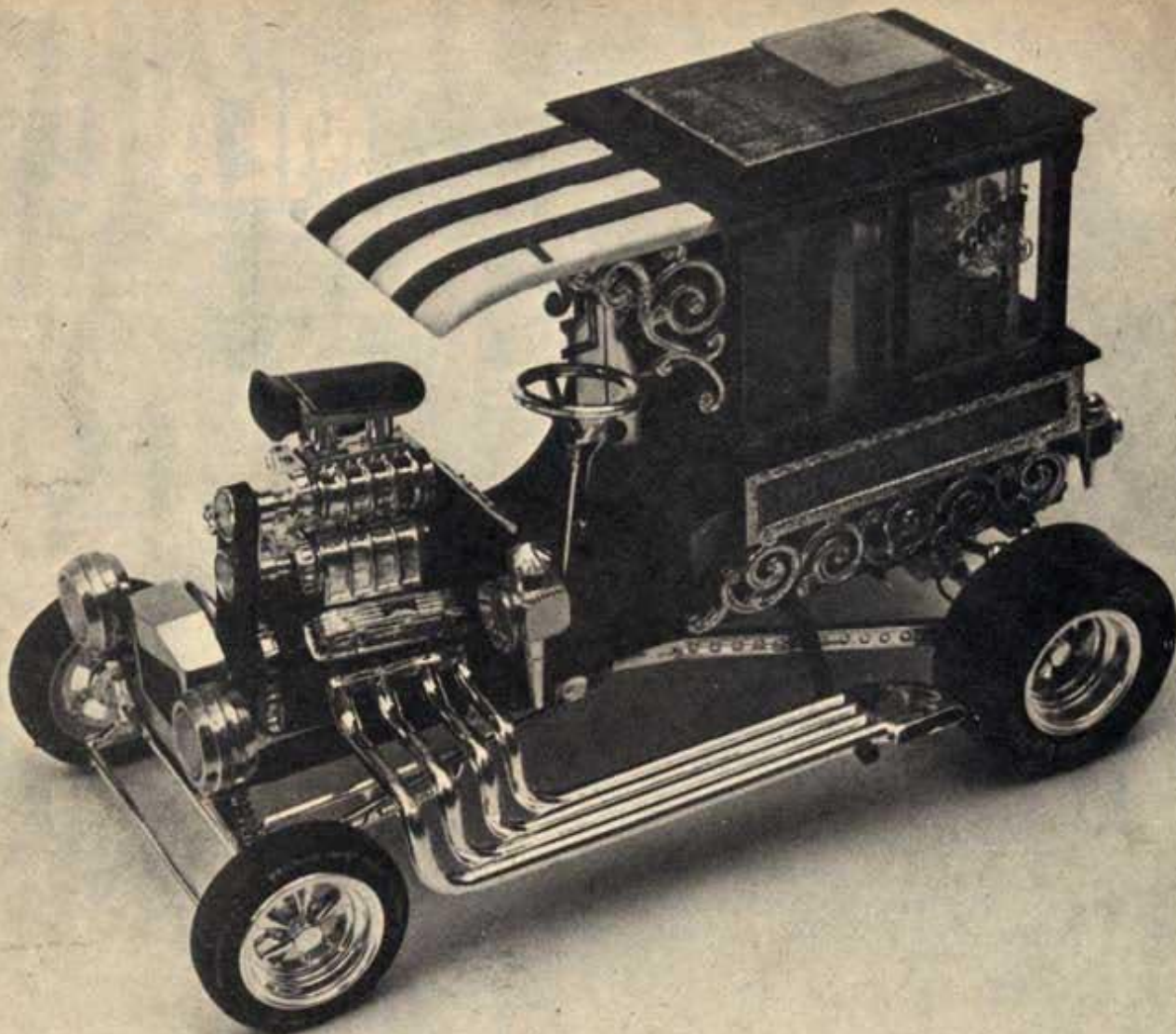


THE JOLLY RODGER! Captain Kidd's hot rod galleon . . . with the Captain at the wheel! A pirate ship gone aground! Blow your mind on this: Fully detailed ship's hull, V-8 engine with stacks; masts, flags and sails, hollow tires and mags, cannon up front and a dinghy at the rear . . . and a skeleton at the wheel. And what's a rod without an anchor? In one word: SUPERFANTASMIC!

Four great new kits! Build them . . . describe them. In one word. Send that word to us. We want to hear from you. We'll send you our complete kit catalog in return. Make it an "In" word . . . make it your own word . . . make it one word. Send your word to: One Word, Dept. H, MPC, 126 Groesbeck Highway, Mount Clemens, Michigan 48043. All replies become the property of MPC.



MODEL PRODUCTS CORPORATION, MOUNT CLEMENS, MICHIGAN 48043
February, 1970/35



PRETTY POPPER

By Robert Schleicher

MPC's "popcorn Wagon" is beautiful, as is, but with a few show car details added, such as brakes, it's a sure-fire contest taker!

If you're building a model for entry in a model car show or contest, you'd best consider adding a bit of extra detail to your kit. There's always a chance that some other modeler will enter the same, or a similar kit. The temptation to leave some of the better-detailed kits as-is can be hard to overcome. Some of the latest offerings, in sizes larger than 1/25 scale, would seem to provide so much molded-in detail that you could just enter a well-assembled and painted kit. With a single exception, this 1/20 scale MPC kit for Carl Casper's "Popcorn Wagon" show rod is just as it came from the box. The model in the photos was painted and assembled with a great deal of care, but the full

suspension detail, the scale-detailed double blower, and the ornate wrought-iron-style trim are all fresh from the kit box.

The detail we've added to the kit, of course, is a set of authentically-patterned hydraulic brake lines to the swing-axle rear suspension and brakes. Just this one extra detail is enough to set our "Popcorn Wagon" apart from similar models that will be built by thousands of modelers over the coming months.

You might decide to do as we have, or add a full set of fuel lines, or completely wire the engine — all ideas outlined in previous issues of *Model Car Science*. For a real model car show-stopper, you might even consider

adding all of these brake, fuel and electrical lines — perhaps highlighted by operating head and tail lights!

When adding brake or fuel lines, or imitation electrical and ignition lines, it is an absolute must that you have some idea of where these lines are placed on a real car. Hydraulic brake lines, for example, are made of either steel or copper tubing on a full-size car. When these hydraulic lines pass from the frame to the suspension, some form of flexible line is inserted so it can move up and down with the wheels and/or axles. It is not absolutely necessary that you make these lines from real copper, or steel, or rubber — any type of wire with a scale-size diameter will do. You

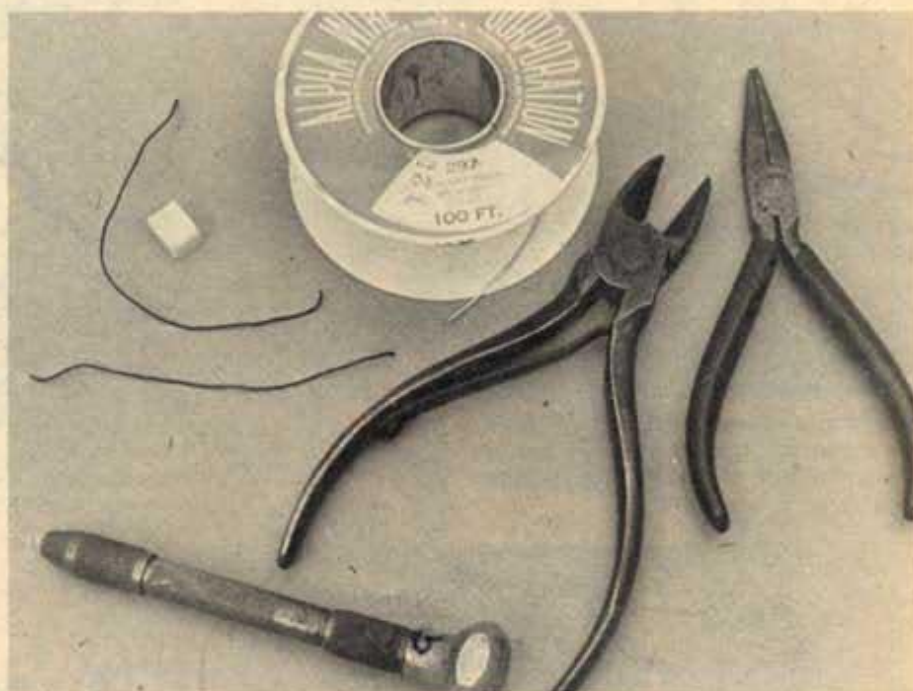
should, however, be certain the rigid hydraulic lines are painted to match either copper or steel, and the "flexible" lines black. A close look at the "Popcorn Wagon's" rear axle indicates that it and its suspension is the "swing axle" type, similar to that used on Volkswagens. The differential (and its ribbed oil cooler) is bolted to the frame on the real car, with the wheels and axle half-shafts free to pivot in universal joints just outboard of the differential. The chrome radius rods (with the small molded-in circles every 1/8" or so) control the fore-and-aft movement of the rear wheels. On a full-size car, the steel or copper hydraulic lines could be placed in two different ways. The model duplicates a hydraulic system where the metal lines run to the differential, with flexible hydraulic hose carrying the hydraulic fluid from there to each wheel's brake. An alternate system would run the metal lines to the front pivots of each radius rod (just under the door openings). Here, short flexible hose would run to each radius rod to connect to a second pair of metal tubes that would run all the way down each radius rod and into the brake at each wheel. Any public library can provide you with mechanic's books that show how various types of old and new cars have their hydraulic lines positioned.

On full-size cars, the hydraulic brake lines originate at the master cylinder, which is connected by a link to the brake pedal. Most of MPC's funny car kits offer a molding that duplicates both pedal and master cylinder. Since the size of the master cylinders on real cars varies, the 1/25 scale pedal and master cylinder could have been used on the 1/20 scale "Popcorn Wagon." Many cars, though, have their master cylinders and linkage enclosed in a box beneath the floorboards — this is the system we duplicated on our model. A 1/4" x 1/2" x 1/2" piece of scrap plastic was cut to size, then drilled to fit the imitation steel hydraulic brake lines of the model. The knowledgeable viewer (or contest judge) must just assume that the line leads to a master cylinder inside the box. If the kit provides a master cylinder molding, you should be sure to run the hydraulic line to it rather than "fake it." We used solid No.20 steel (or nickle silver) wire for our "metal" brake lines and insulated stranded No.30 wire for the "flexible" black brake lines — both are sold by electronics supply stores.

This particular full-size car, like many 'rods and dragsters, had no front wheel brakes, so we were saved the task of running "metal" and flexible hydraulic lines to each front wheel.

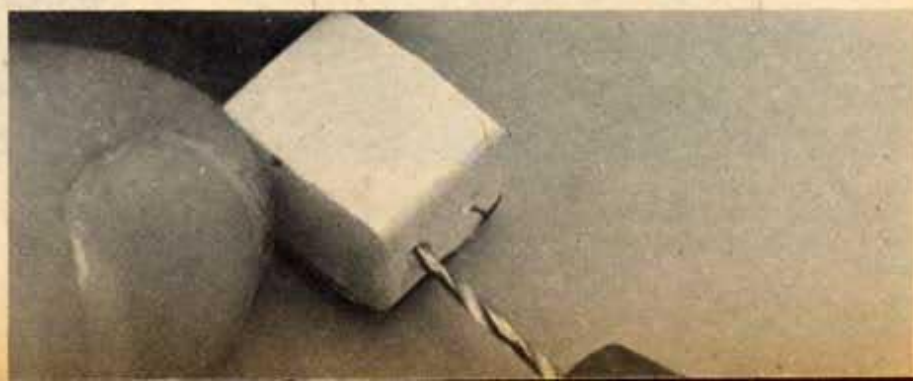


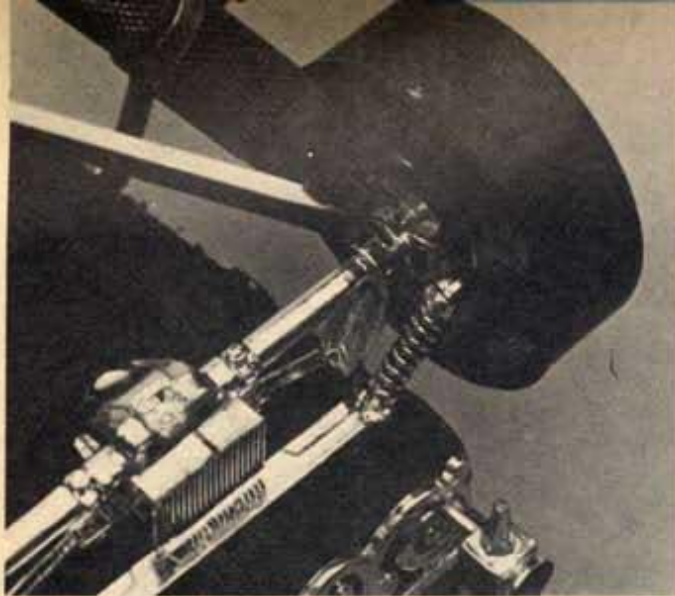
MPC's 1/20 scale kit for Carl Casper's "Popcorn Wagon" is the first ever for a show car in this massive "Super-Scale."



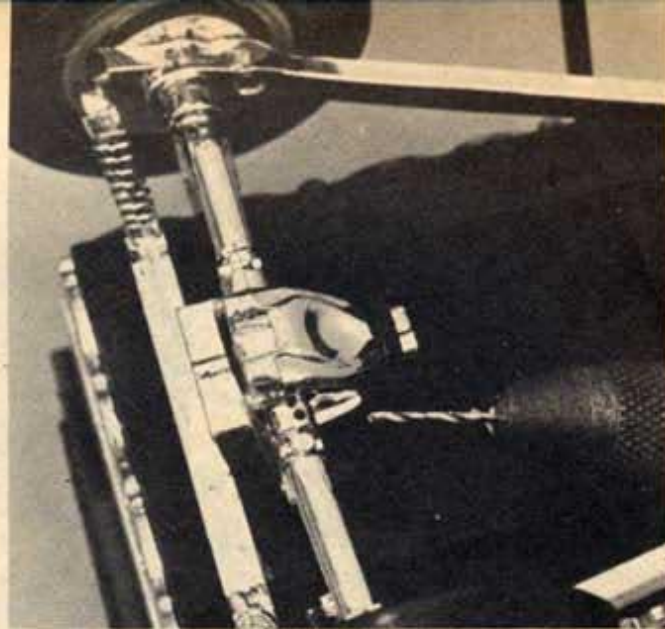
Hydraulic brake lines are simulated with No.20 solid steel wire and No.30 insulated, stranded, copper wire. Pliers, wire cutters, a pin vise (small finger-held drill), and No.64 drill bit are needed.

Cut a 1/4" x 1/2" x 1/2" block of scrap plastic and drill a No.64 hole. Block simulates the beneath-floor cover over master cylinder.

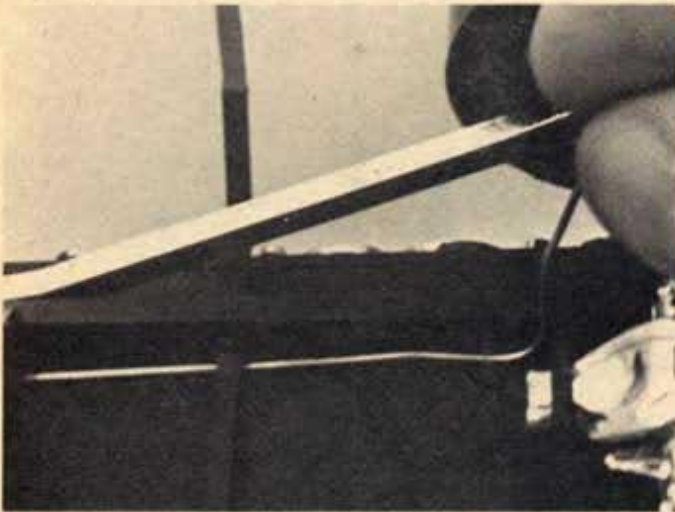




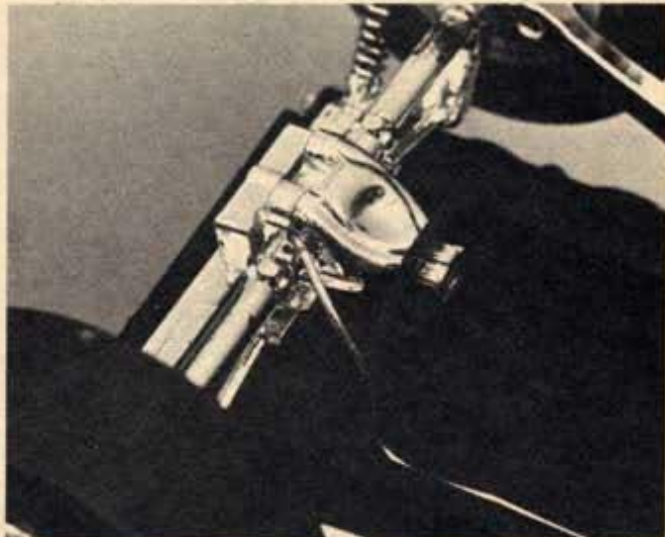
Drill a No.64 hole in each rear wheel brake where hydraulic tubing would enter the backing plate and wheel cylinder.



Drill three No.64 holes as close together as possible on one side of the differential molding.



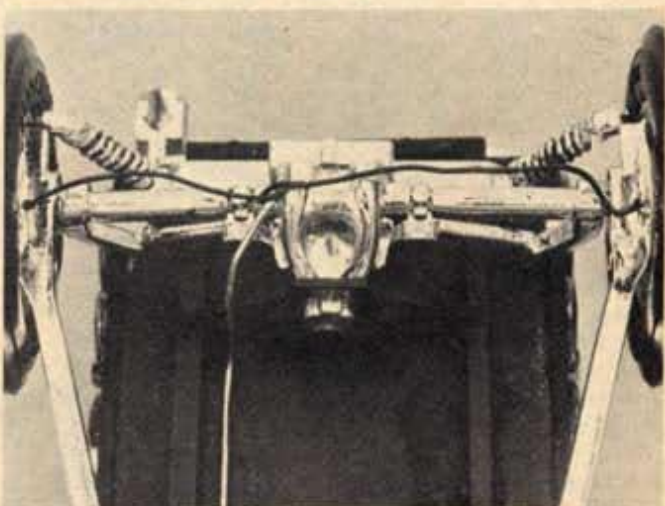
Insert a six-inch length of the solid wire beneath the frame cross braces along one side of the frame rail. Bend end up.



Bend a sharp hook on axle end of solid wire and press it into the center of the three holes drilled in differential.



Cut off end of solid wire about $\frac{1}{2}$ " from front edge of floorboard and bend flat against bottom of floorboard.



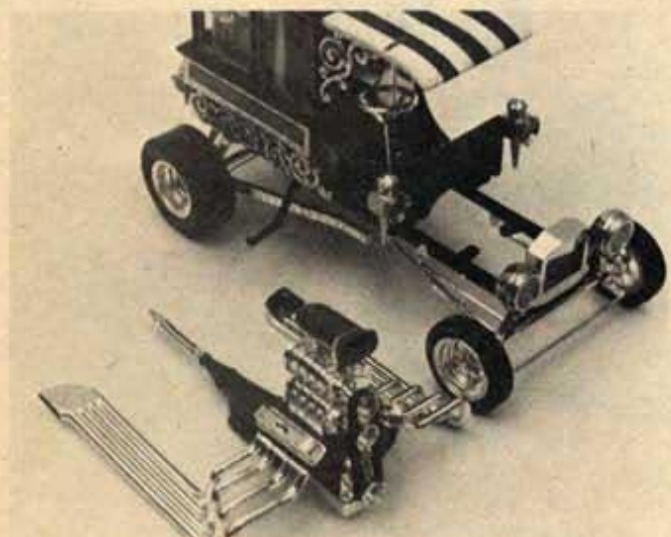
Cut the No.30 stranded, insulated copper wire to run from the holes in differential to the brake backing plates.



Plastic block is pressed over solid wire and glued to floorboard. A dab of brass-painted glue can cover joint of three wires on differential to simulate the brass "union" used on full-size cars.



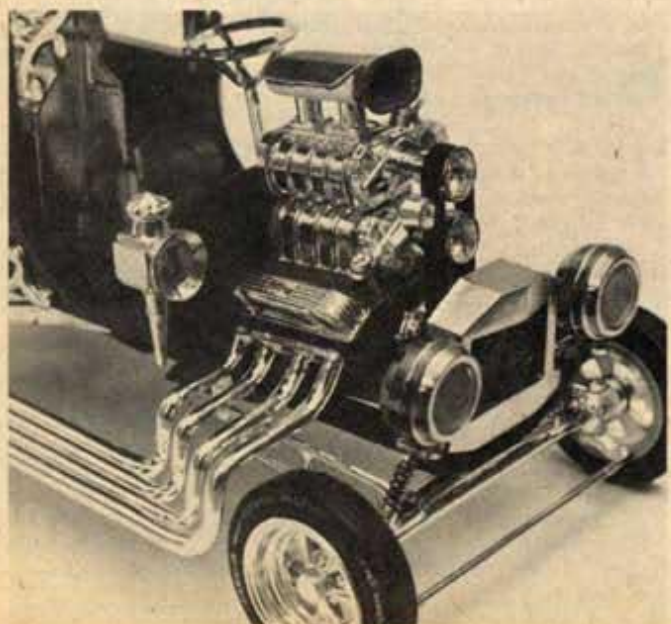
Side panels of body are spray-painted brown. Raised filigree is painted gold, with paint dabbed on from side of brush.



Engine should be assembled and detail-painted before installation in chassis. Roof stripes are hand-brushed.



1/20 scale provides just enough mass so even the smallest ribs and metal surface details look life-like. Model is an exact copy of Carl Casper's latest show car complete with popcorn "popper."



THE AMERICAN COLLECTOR

By David Sinclair



FERVE'S RANGER, BY MERCURY

Polito, that prolific Italian die-cast manufacturer, has recently released three models authorized by Walt Disney Enterprises. While purists among the collecting fraternity will no doubt shun these models, remember that early die-cast and tin plate "comic character" cars bring fancy prices as "antique" collector's items today.

The most amusing of the three in the Walt Disney series is "Uncle Scrooge's Limousine." A full six inches long with rakish front fenders, and rear fenders reminiscent of the Cadillacs of that unfortunate and ugly "big fin era" some years ago. The fender mounted rear-view mirrors are wild; license plates are \$1 bills and a \$ sign is the radiator ornament. Doors open, revealing pompous old Uncle Scrooge (or Paperone, as he is called in Italy), and the chauffeur is a dog (a real dog) in uniform.

Donald Duck's car is a vintage roadster with Donald driving and his three nephews in the rumble seat. Mickey Mouse's car is a modern four-passenger convertible with Mickey

driving. It is called "L Automobile de Topoline," which is how Mickey is known in Italy. You'll recall this was also the familiar name given to the 1936 Fiat, meaning "Little Mouse." All these models are very heavy metal and all are colorfully painted two-tone red and blue.

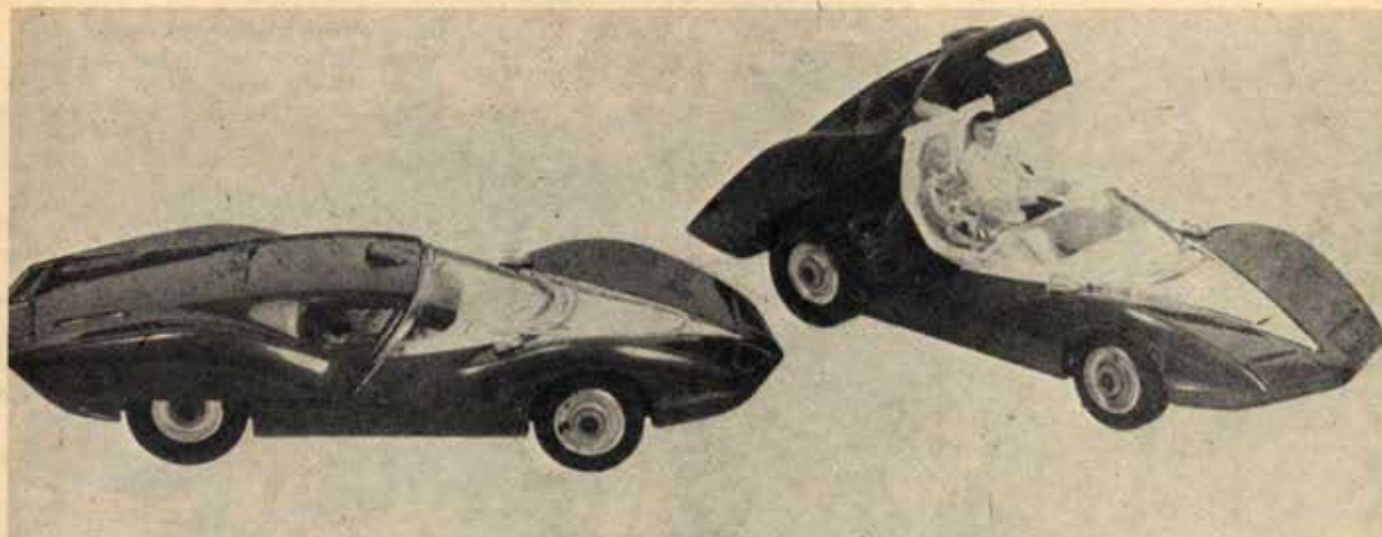
From Mercury comes something different, a beach buggy or dune buggy called the "Ferve's Ranger," which we understand is powered by Fiat. It's 2-1/2" long, 1-1/2" high. A real cutie with big deep-treaded tires, removable top, folding windshield. And it comes in "shocking" colors, — chartreuse, yellow, or orange. This one's so refreshingly different you'll have to have it for your collection. *Four stars to this one.*

Corgi's out with the Chevrolet Astro I Experimental Car, a fantastic design with brass (or is it gold?) wheels, mirrors and "V" accent panel on top of the hood. When the top is opened, seats rise too, and lift up the formally dressed driver and his lady for easier exit. Steering is with two

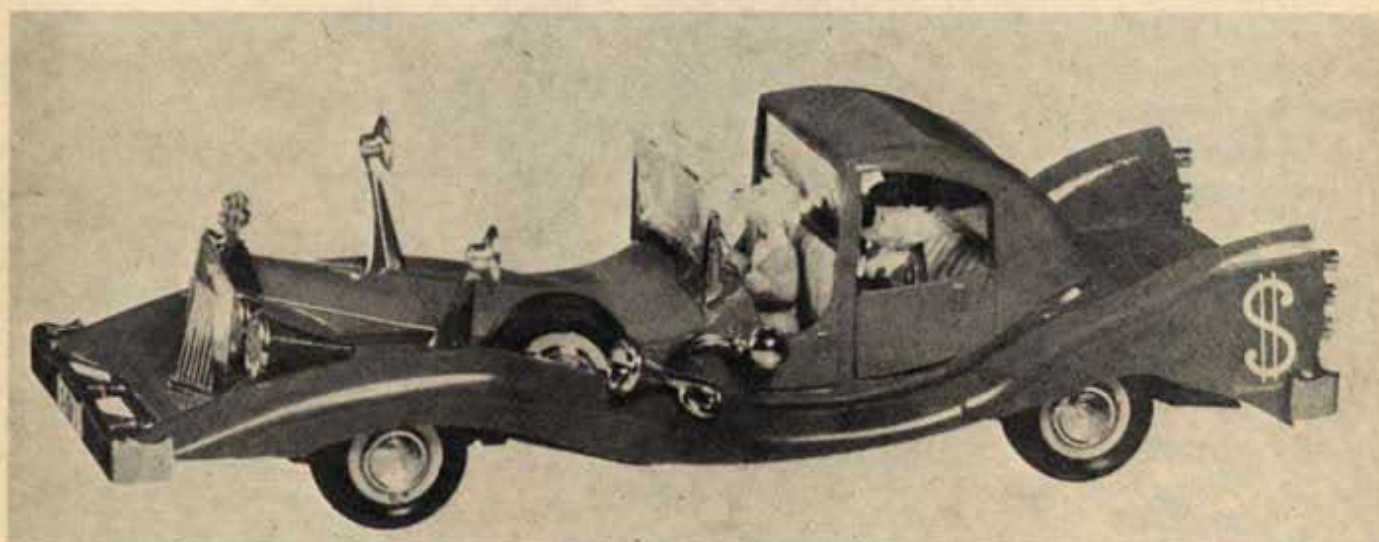
levers instead of conventional wheel, deep blue paint with white interior, no engine detail. *Three star rating.*

Not one in a million Mustang owners would recognize Polito's Ford Mustang 2+2 as it has a special body by Bertone. This is one of the best of the Polito-M series. It features great engine detail (better, even, than we've come to expect from Polito). Battery and air cleaner are clearly recognizable, as are the windshield wipers and rear-view mirror molded in the windshield. It has very realistic wheels and the interior is upholstered with "real feel" flocking on seats and carpets. Model comes in its own beautiful plastic display case with flocked base and gold identity label.

I had promised an article about the Schuco Company of West Germany this month, but full biographical material has not yet arrived from Europe. In a future issue I will tell the story of this 50 year old manufacturer of unique mechanical tin plate cars.



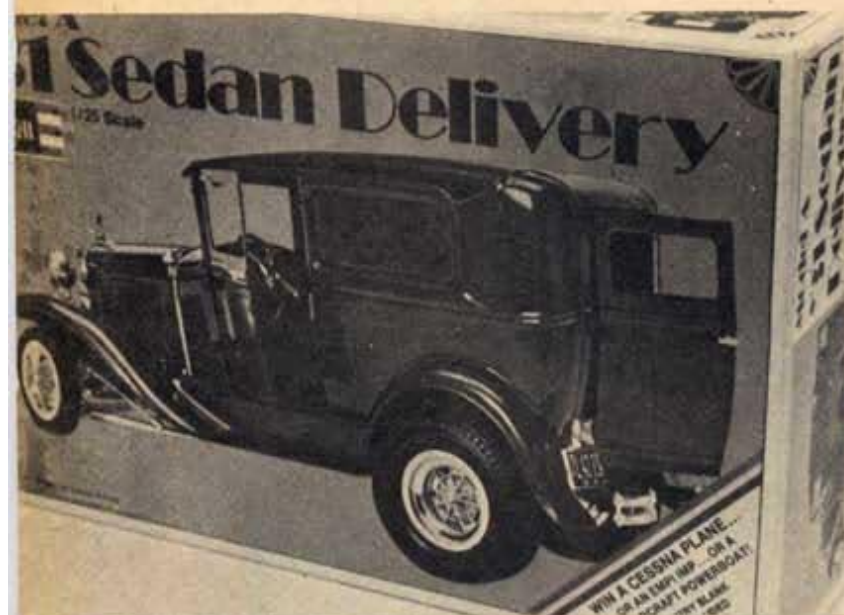
CHEVROLET ASTRO I, BY CORGI



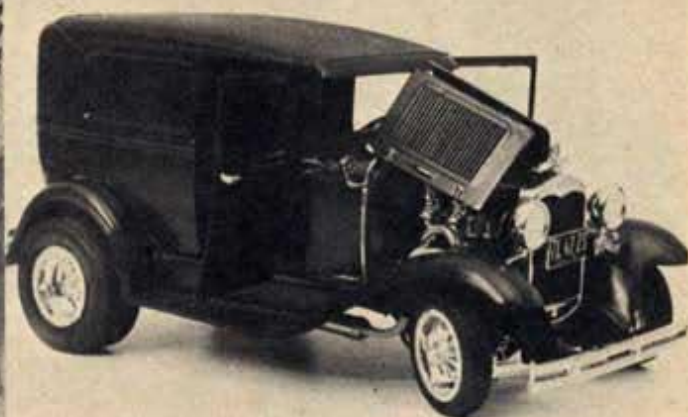
UNCLE SCROOGE'S LIMOUSINE, BY POLITOY



FORD MUSTANG 2+2 BERTONE, BY POLITOY



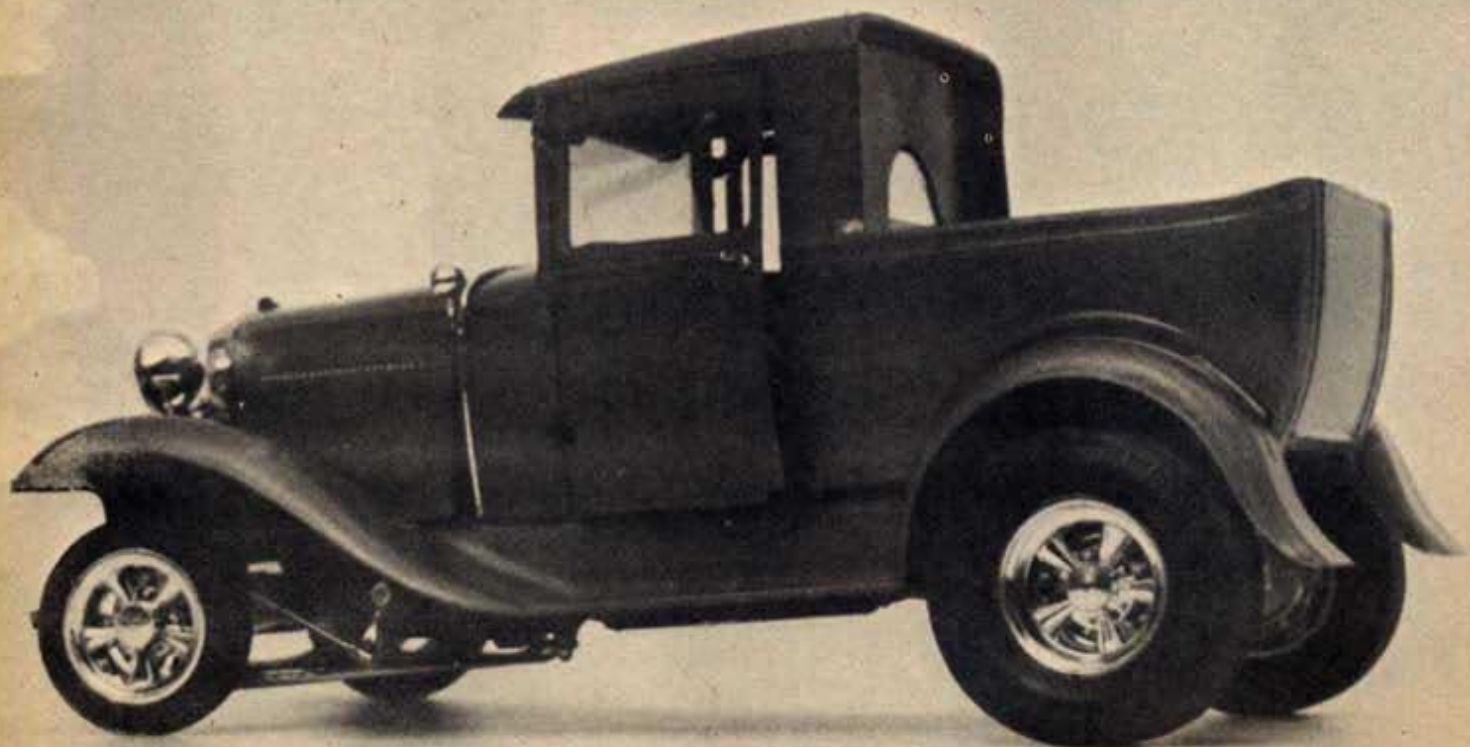
Revell's new '31 Ford Model "A" Sedan Delivery kit adds the one missing body style to the list of available "A" kits.



Revell's '31 Model "A"
Sedan Delivery makes a fine
"trick truck" with
or without the top!

“A”

PRETTY
PICKUP

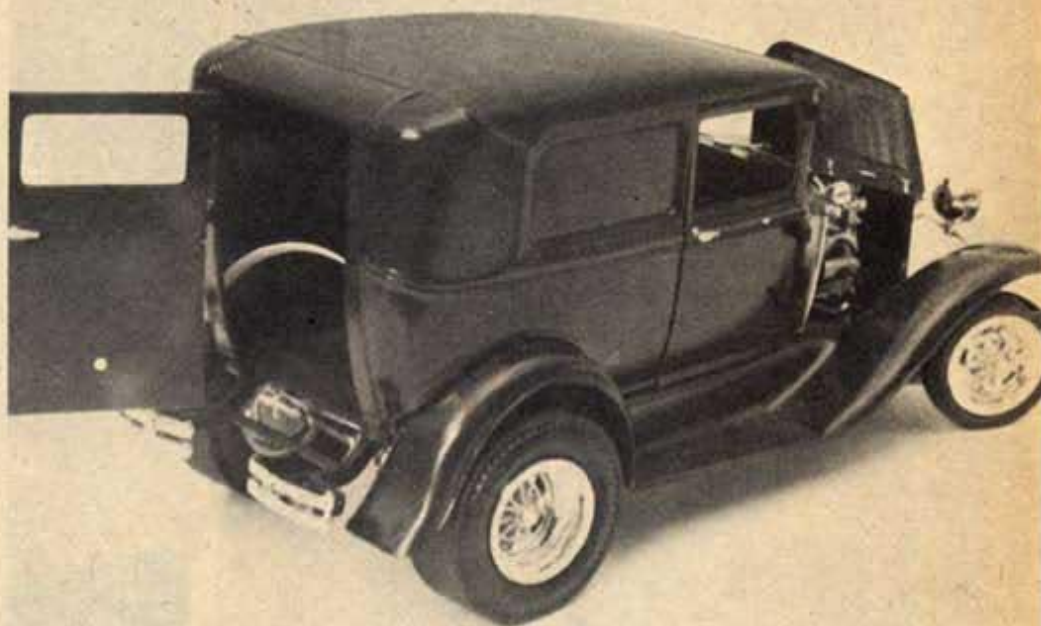


When Henry FoMoCo and friends created the Model "A", it's doubtful that they knew they had the original Erector Set car — a piece of machinery that countless future generations would use for everything from a parade float to a tractor. As a side effect of his mass production process, Henry provided future hot rodders with a set of simple parts that could be quickly and easily reshaped, channeled, chopped, bored, stroked, sectioned, and all those other custom and speed tricks that later made the Model "A" the singular favorite vehicle for decades of hot rods.

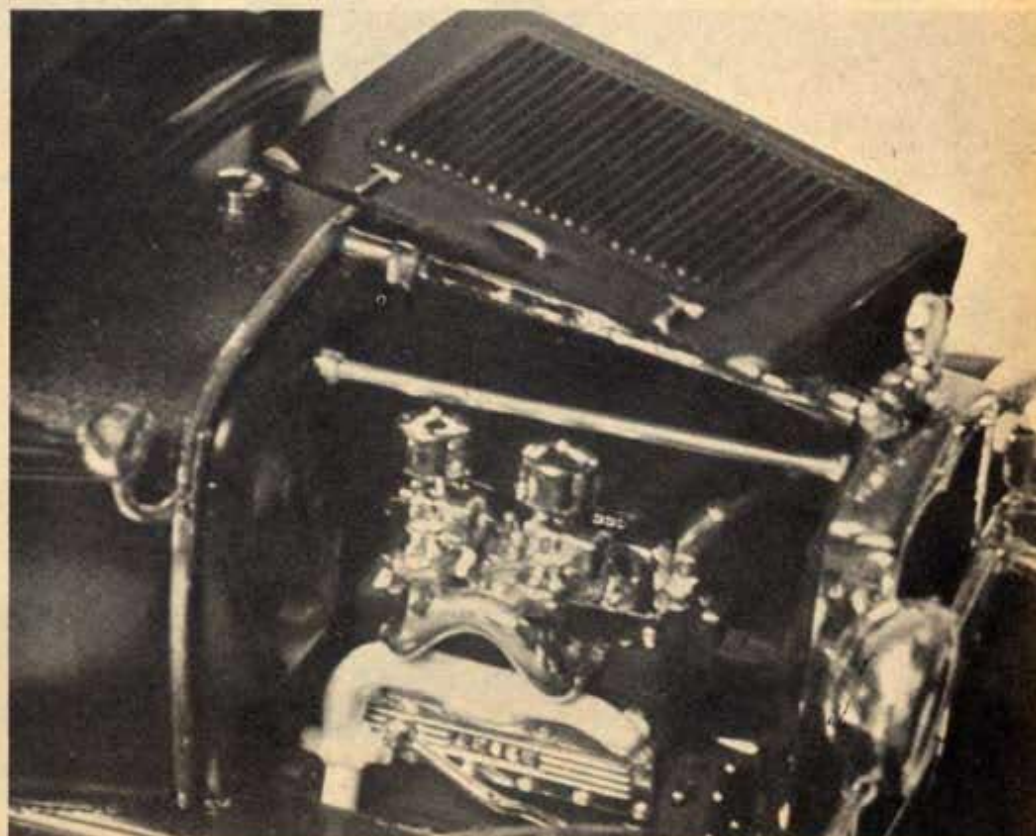
The Model "A's" of the early 1930's were offered in only a handful of body styles: a series of three two-doors; a four-door coupe and convertible; a two-door roadster; a station wagon; a pickup truck; and the sedan delivery truck. Most of these have been offered by one or more of the model kit builders over the past few years. The sedan delivery, though, has been among the missing.

The photos of the stock kit should be ample evidence to you "A" fans how well Revell has captured the sculptured sides and general form of the early panel truck. Unlike Henry's original, Revell offers optional (and authentic) engine hop-up parts, custom wheels, chrome suspension bits, and other up-dated accessories. Among the nicer features of this new kit are the opening front and rear doors with 1/25 scale-size hinges and a snug fit when closed.

The full-size Model "A" coupes and convertibles could be considered the "sports" versions of the all-purpose car. Many of these same styles are still included in Ford's line of '70 cars. The one modern idea that the Model "A" did not offer was the passenger car-styled pickup truck. There was, of course, a Model "A" pickup, but it had a most utilitarian styled pickup bed unlike the styling of the balance of the vehicle. Why not a Model "A" version of the more-modern Ford "Ranchero" pickup? The lines of the panel delivery truck make such a model conversion simple enough. The tailgate can be hinged, using the cut-away hinges from the stock rear door, to pivot from either side or from the bottom. The new driver's compartment back panel is made from a plastic-coated playing card, and we opted for wheels and tires from the Revell Ford Anglia dragster kit. But you could duplicate our efforts with only the playing card and the stock kit's optional custom chrome wheels and tires.

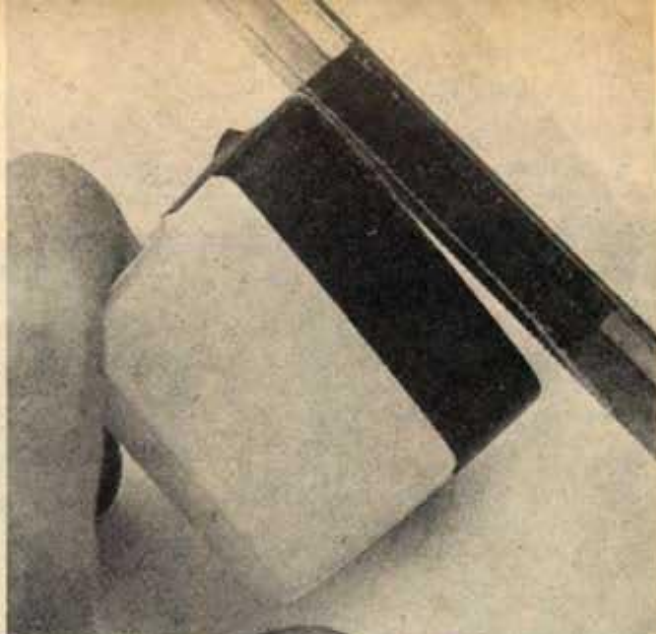


Stock kit offers the builder a choice of engine and wheel options. Full-working doors and hood close flush with body.

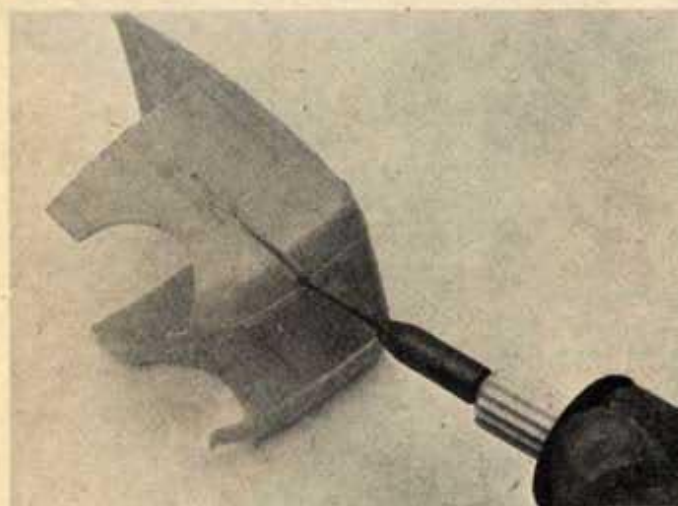




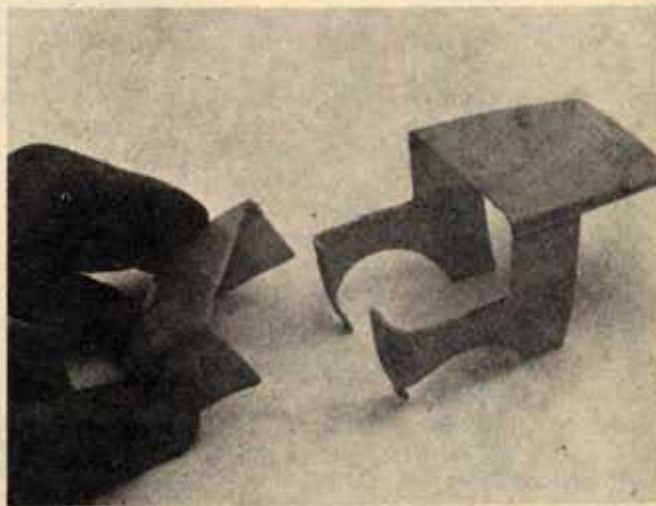
A "Ranchero," passenger-styled pickup makes an interesting variation on the "A" that Henry Ford failed to offer in 1930's.



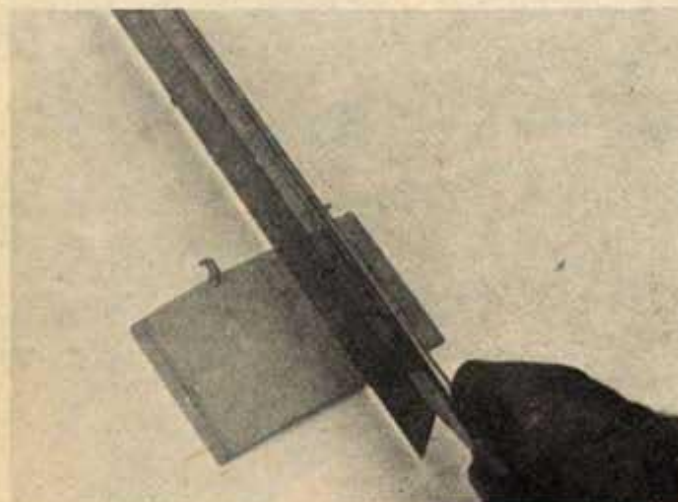
Tape marks lines for cutting vertical line of "Ranchero" top. Use a razor saw for this to keep cut straight.



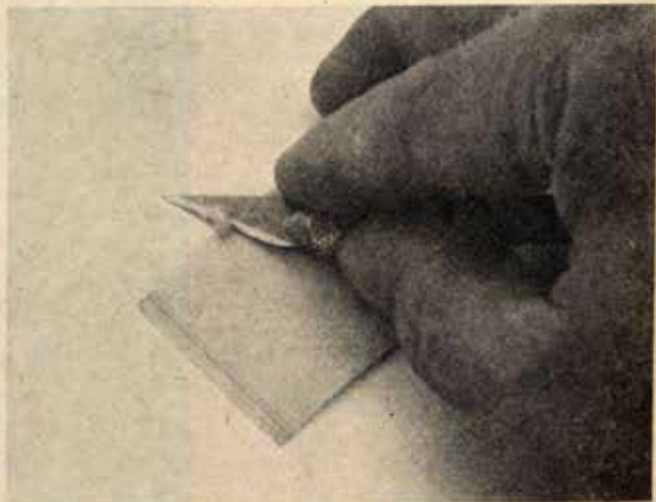
The top line of the pickup bed should follow the molded-in side rib. An X-Acto or Auto World hot knife is best for this.



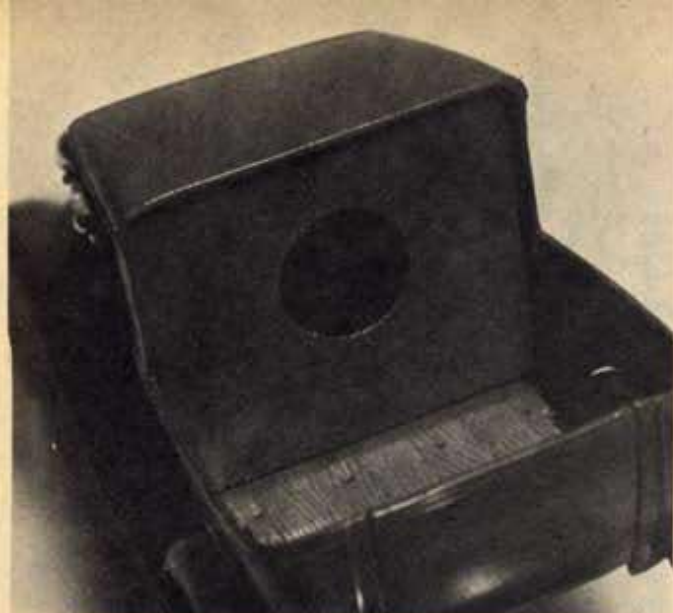
"Burs" left by saw and hot knife must be filed or sanded smooth. Width of top-supporting rear pillar can vary to suit.



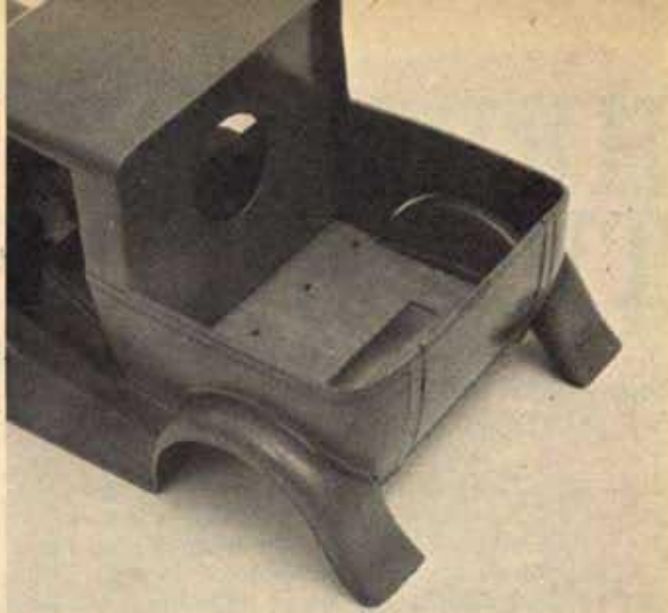
Rear door is cut with a razor saw to match the height of the now-chopped rear body panels. Sand cut edge smooth.



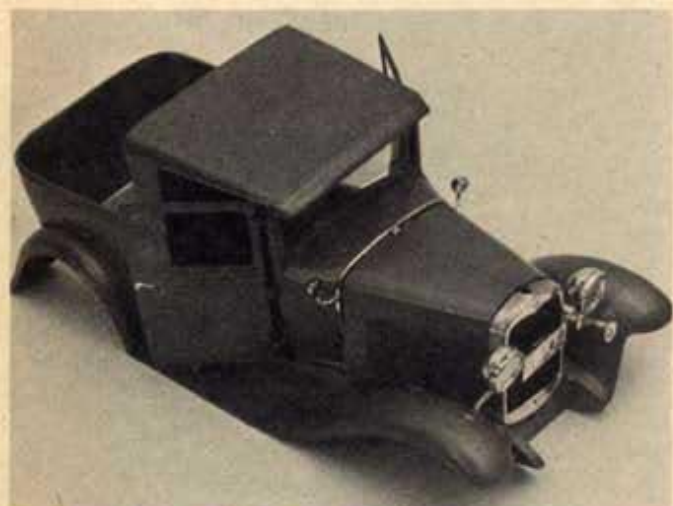
Carefully trim hinges from rear door. They can be reglued in place so tail-gate will either hinge from side or bottom.



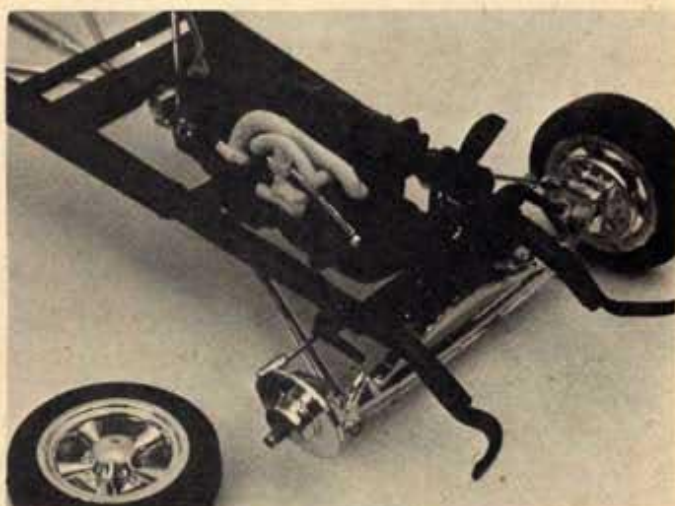
Driver's compartment rear panel was cut to fit body from a plastic-coated playing card. Window was traced from a dime.



Fit floor panel and fill-in any seams between bed and inner fender well with body putty. Paint floor a wood tan.



Front portion of "Ranchero" Model "A" is strictly stock kit. Roof panel can be painted a flat color to simulate cloth.



"American Mag" style wheels from the Revell Anglia or '70 Mustang were used to compliment angular lines of pickup.



Fully-detailed chassis is also included in stock kit parts. Engine can be built stock (here) or with hop-up chrome parts.



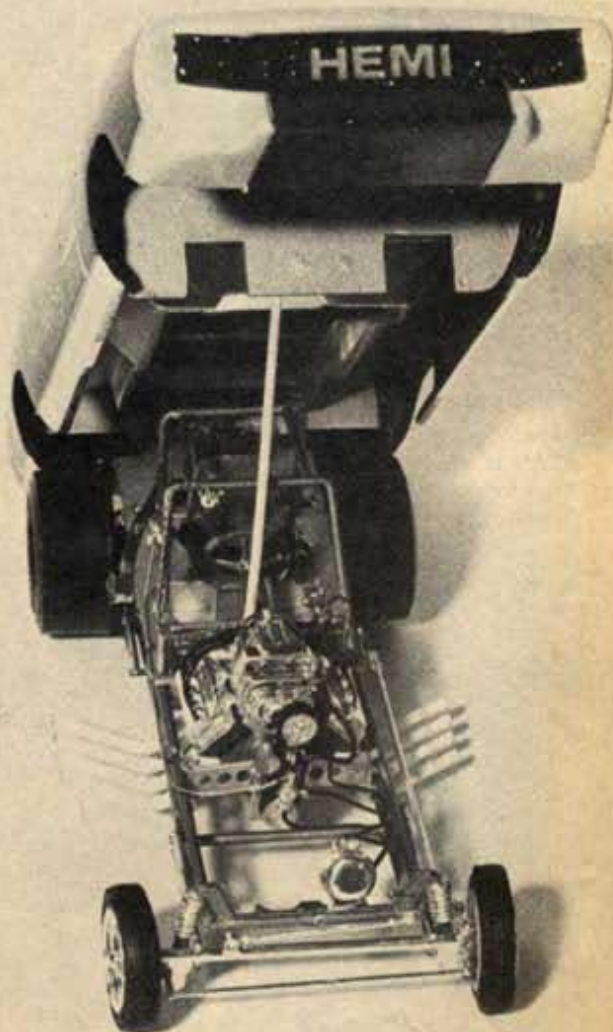
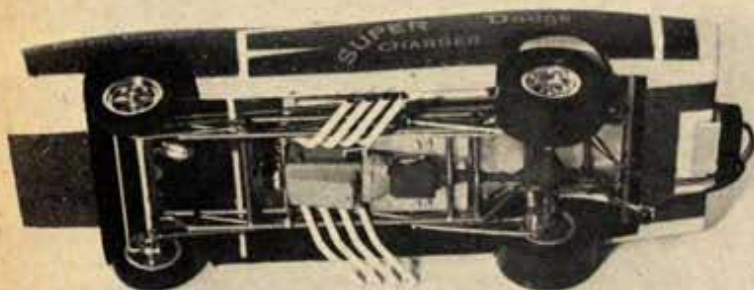
Bumpers and other "street" details were left off our "Ranchero" to keep more-modern lines as clean as possible.

HERE ARE THE WINNERS....

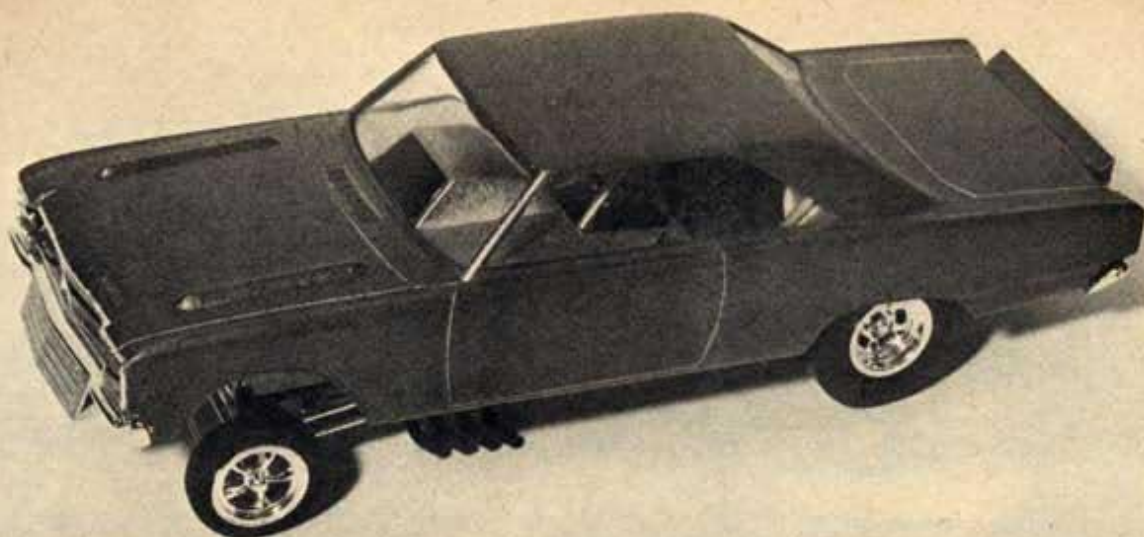
...in the Second Annual MPC Model Car Customizing Contest! Each of the winners named here will receive a one-year subscription to MODEL CAR SCIENCE. Congratulations, fellas!

On the weekend of September 31st thru November 2nd, the 2nd Annual MPC Model Car Customizing Contest was held in conjunction with the 8th Annual International Rod & Custom Show at the Amphitheatre in Chicago. There were over 120 models displayed in the contest, including two semi-tractor trailers. Although this was not an excep-

tionally large turnout, the entries were of the finest quality we've seen for a long time. The detailing was great, and the pearl and metalflake paints were even better. The judging proved to be the most difficult at any contest thus far. The best is show winner, Richard Sherry, will be sure to provide rough competition at the finals held in Washington, D.C.



First in Adult Division and Best in Show went to 26 year old Richard Sherry, from Chicago, Ill. The car was based on MPC's "Mr. Norm's Charger."



First in the Junior Division was Mat Droz, 12 years old, from Calumet Park, Ill. His car is based on MPC's Saddleback Dart.



Second in Junior Division went to George Huff, 12 years old, from Chicago, Ill. George's car was based on MPC's Dodge Coronet.



Third in Junior Division was awarded to 12 year old Mike Walzak, from Park Ridge, Ill. His car was based on Revell's '51 Henry J.

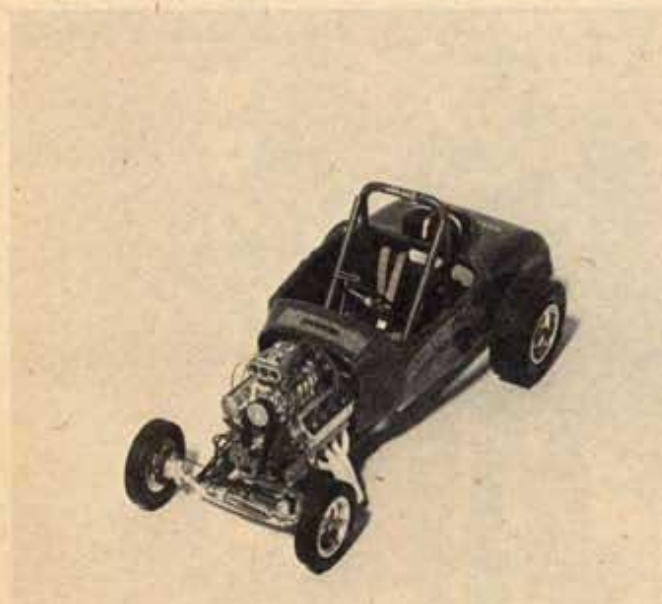


Second in Adult Division was taken by Gerald Everett, 18 years old, from Chicago, Ill. Gerald's car was based on AMT's G.T.O. Judge.



Second place in Senior Division was won by 16 year old Dennis Demeyer, of Chicago, Ill. Dennis' fantastic entry is shown here in all its glory.

First in Senior Division went to Al Suhajda, 15 years old, Carpenterville, Ill. Al's car was based on an Opel GT.



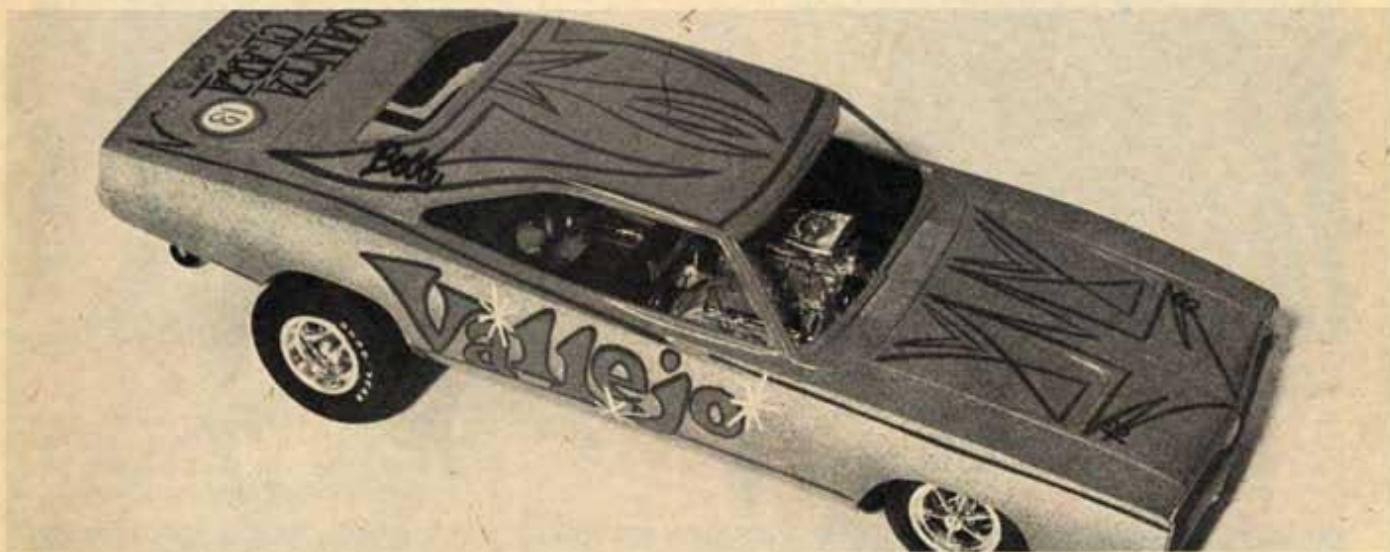
Third place in Senior Division was garnered by David Burnett, 16 years old, from Chicago, Ill. Basic kit was a '32 Ford.



Third place in Adult Division, and Best Detailed went to Dave Vaccaro, 18 years old, from Chicago, Ill.



Award for Originality went to Al Suhajda, 15 years old, from Carpentersville, Ill.



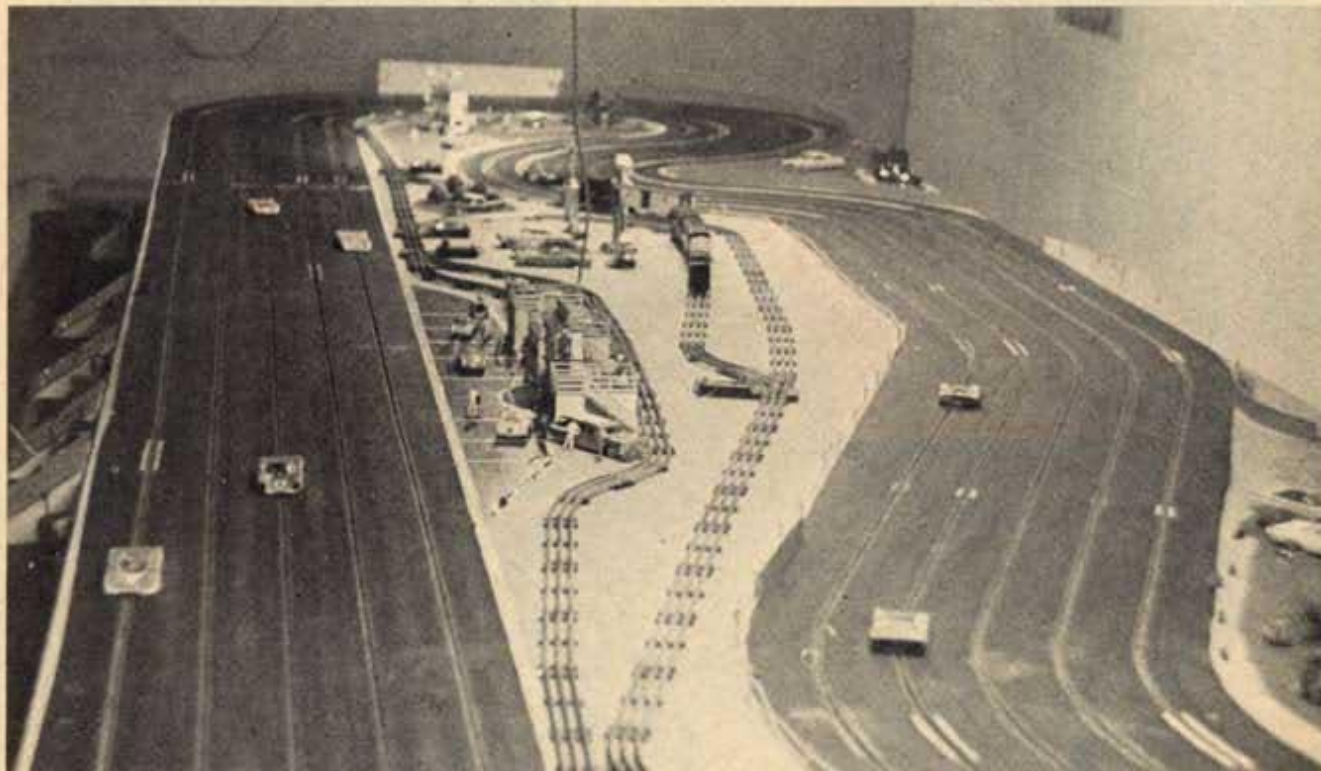
Award for Best Paint was won by Bob Behounek, 18 years old, from Stickney, Ill. Bob's car was based on a Dodge Charger kit.



The Professional Class lacked for entries, so no trophy could be given. But there's no doubt that this fantastic scratchbuilt car by Ken Friend, 25 years old, Zion, Illinois, would have taken top honors. It's a turbine wedge with a four rotor Wankel engine!

The Home Layout of the Month

Enter this new contest for 1/32 and 1/24 scale home tracks and win a one year subscription to MCS!



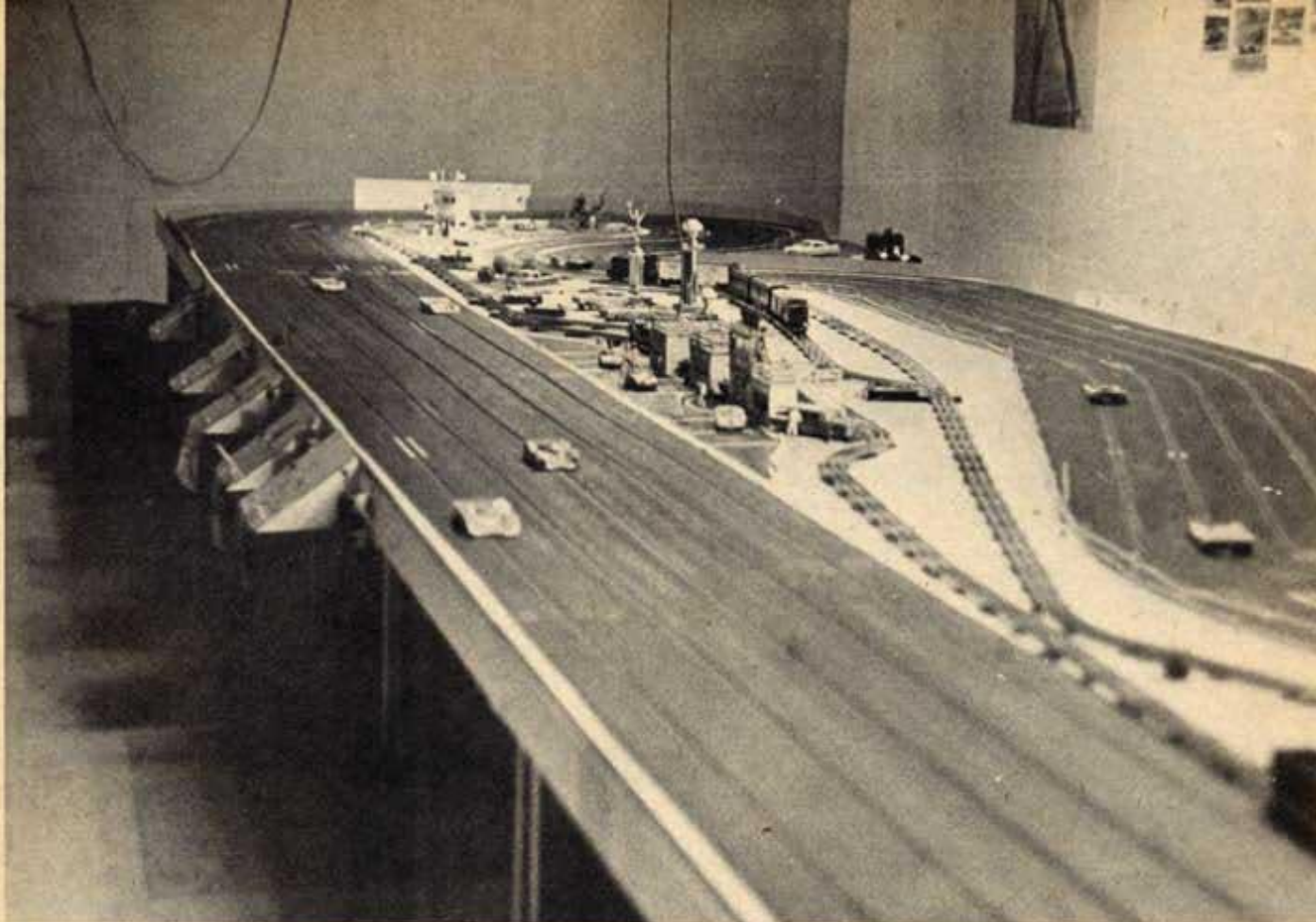
When the commercial tracks in Marty Jensen's area closed down, he did what we've been recommending for a long time — he built his own. Here 'tis, and it's a good one. With five lanes, the racing gets hairy.

The track is particle board, cross nailed on plywood backing, making 8' x 8' sections with good stability. The entire track is 32' long and 8' wide.



You can win this contest too! Takes good clear black and white photo (or two) of your home track (this contest is for 1/32 and 1/24 tracks only; if you want to enter an H.O. scale track, enter through "Small Stuff," elsewhere in this issue) and send it to: The Contest Editor, Dept. H., *Model Car Science*, 131 Barrington Place, Los Angeles, California 90049. He'll pick the winning layout each month. Get with it, and good luck!

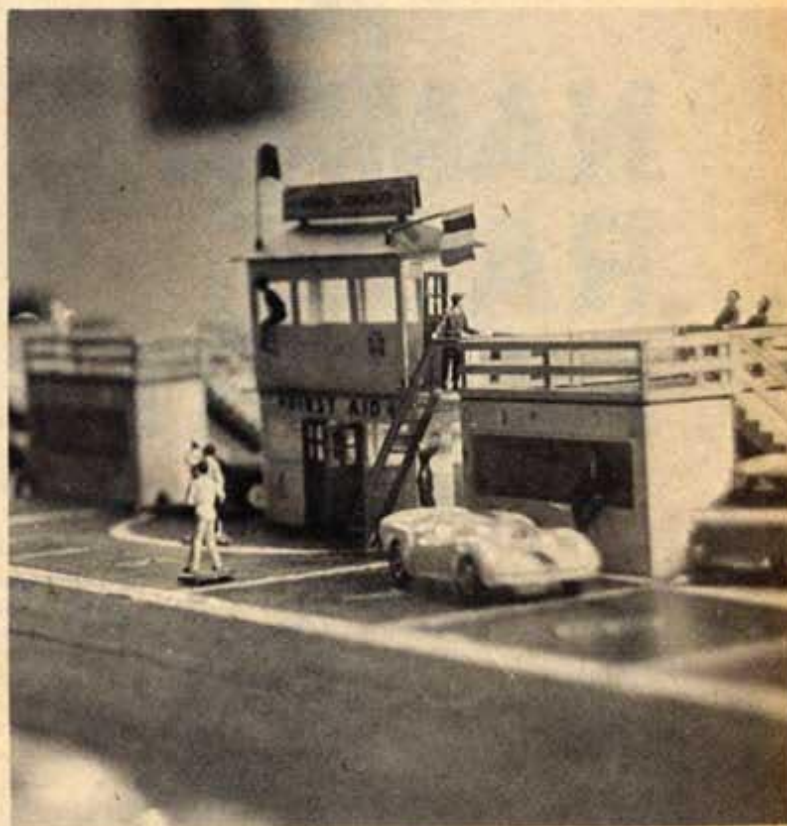
*Keep those cards and letters coming, people! We love to look at great home tracks. Here's one you can get some good ideas from and apply to your own layout. It belongs to Marty Jensen, 527 E. Wilson, Appleton, Wis. 54911. Marty gets a one year subscription to *Model Car Science* for sending photos and a description of his track to us. Good on you, Marty!*



Power is supplied by either a battery or battery charger. Each lane is separately fused. There are reversing switches, posts, jacks and pilot lights. The lap counters are following type. Special controller holders are made of rebrant flashlight holders, commonly sold for bicycles. (Good idea, Marty!) They reportedly work great, and don't scratch the controllers because of the rubber insulation.



Power is fed through No.12 wire to heavy braid (at two places) on each lane. Marty reports that the power is unreal, at least twice as powerful as any other track he's raced on in his area. Incidentally, the particle board is painted with screen paint, which soaks in and does not fill up the pores. Traction is superb.



The scenery is not yet finished, but you can see by the pit area that it's well along. To keep the kids happy, Marty has installed an "O" gauge train in the infield.



Ken Furman, doing his thing at tech. He never smiles.



Charlie Waters, the body man and one of the first to contribute some merchandise for awards.



Barry DeShong, signing the drivers in as fast as he can.

NAMRA RACE REPORT

The first NAMRA Group VII was a wild success!

The first NAMRA Group VII race came off on schedule with no previous advertising of the event other than by word of mouth. No one knew what to expect. Registration and Tech were scheduled to open at 11:00 a.m. sharp, and the race officials had been ready since 10:00.

When you have a good thing going for you, you don't ignore it, so when NAMRA was offered the facilities of Nutley Raceway for the event, it jumped at it. Mike Tango, shop owner and avid enthusiast, had spent the last twenty four hours making sure everything was ready. And it was, extra fully charged batteries waiting to be

used if needed, monster battery charger, ultra-clean, ultra-fast track and marshalls to spare. The doors opened at 11:00 as announced and some of the first people to walk up to registration were some local manufacturers with boxes of merchandise. Waters brought body shells, Tony P. (a Nutley family member) brought forth the latest chassis from his workshop. Connie T. painted bodies, and Lou Del Rosario (bless him) brought some eagerly sought RVM wheels. Mike Tango, now wearing his manufacturer's hat, donated an arm load of Team Nutley equipment.

When registration locked up, the

total was not overwhelming, but it sure was healthy for an unannounced event. Sixty-five drivers signed up for NAMRA Group VII membership and a chance to race in this first Group VII Race. The verdict, as far as the officials were concerned, was success.

Qualifying being run off at the same time as registration, it was soon after registration closed that qualifying ended. Top time for the day went to Eddie Sohl with a rapid 4.791. NAMRA's Group VII race procedure is such that Class A runs first, C second, and B last. So the first round was that for the top drivers of the day.

The semi saw names like Ursaner,



The timer brought in from Elmsford Raceways until NAMRA's own is ready. I'm told the glasses are part of it.



The only advertising done, one 20 foot sign.



The mob that showed up.



The cars, minus one that's out qualifying.



Race Director Mike Tango, doing his stint at the mike.

Greenaway, Tango, Tony P, Gorski, Brady, Dan Marshall and Tom Conlon battling for a place in the main event. When the dust settled those who had moved up were Greenaway, Tango, Gorski and Tony P, now ready to face off with Ed Sohl, who had set fastest time for the day; Russ Boyington, who takes his racing very seriously; Wayne Williams, Ursaner's chassis builder today; and Ed Hochdorf. Boyington pulled off the first heat with a 115, followed by Williams with a 114. Tango and Hochdorf were next with a 109.

The second heat ended with Boyington and Williams pulling off a

230, and second being held down by Greenaway and Gorski with 227. In the third heat, Williams pulled away with a 345 over Boyington who had to share a 341 with Greenaway. The last heat gave it to Williams with a 457, second to Boyington with a 455, third to Greenaway with a 450, fourth to Gorski with a 443, fifth to Tango with a 433, sixth to Hochdorf with a 368, seventh to Sohl with a 327 and last to Tony P, who had suffered trouble in the second heat with a problem that listed him as DNF. No one, including Tony P, was anything but happy with the results. The race had been a good one and everyone seemed happy

enough to have been a winner.

Everyone that is but superstar Jerry Brady who, during the Semi, had the unlikely misfortune of losing his front wheels and stalked out of the raceway with some rather unsportsmanlike comments. You win some, you lose some. Now, without delay the track was made ready for the running of the Class C drivers. And were they ever eager to start moving up!

Listed on this line-up were some well-known, old-time NAMRA drivers who had listed themselves as Class C types. I'm told they really didn't feel up to this kind of super speed, but rumor has it that they were looking to

meet each other on the same level and have their own bash. So it was that Lou Del Rosario, Jose Rodriguez, Eric Hahn and Bill Provett signed in. The trouble may have started when old timer Rodriguez found himself next to young Dutch Mandel, son of *Car and Driver's* Editor Leon Mandel, who wrote that controversial article on slot racing. In any case, after just one move up from way down low, Rodriguez, while taking a practice run prior to the next round, found himself sending his car into another one that had been parked across the lane for a check. We won't say it hit hard, but when it was retrieved, the entire rear end, motor and rear axle were adrift. Rodriguez can swear in four languages, and he did.

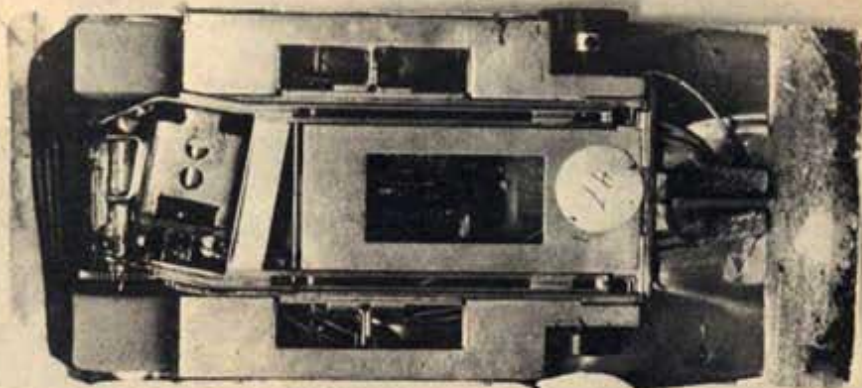
It takes a lot of racing to run off twenty-odd drivers, but when it ended the top eight were Kaaren, Green, Roche, Provett, Dunn, Szymczak, Taylor and Del Rosario. The battle was a good one and Bill Provett jumped into a hoped for lead with an even 50 laps for the first heat followed by Green with a 49. From there on, Provett, driving one of the best races he had ever run, continued to lead with a 104, 156, and finally a 206 that gave him first place. Second went to Eddie Green, third to Bill Taylor, fourth to Lou Del Rosario, fifth to Ed Dunn, sixth to Brandon Kaaren. The last two men, Ed Roche and Bob Szymczak listed as DNFs.

Class B drivers, the old semi-pro class, always put on a good show, they being eager to move up that last step to the top class, so it was that the last event of the day promised to be a good one despite the fact that it was to be run last.

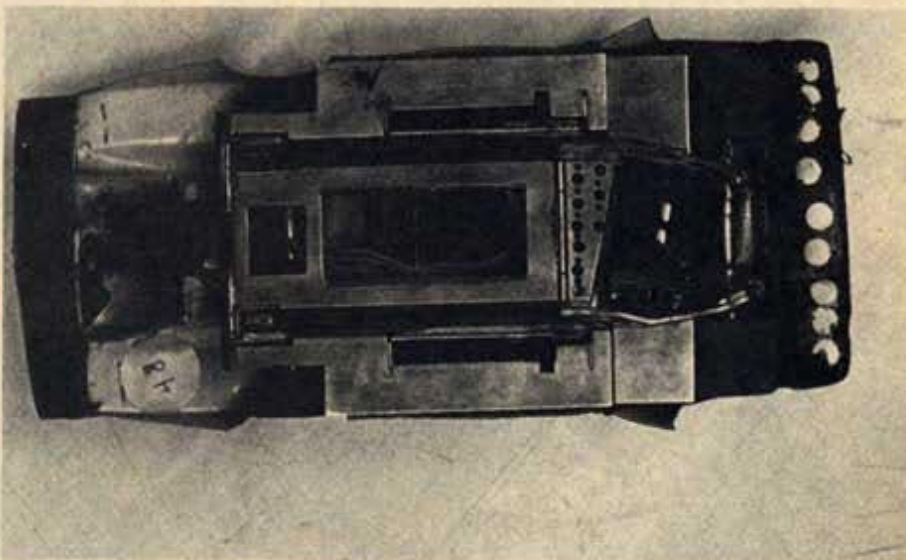
The line up for the main was made up of Barney Bezme, Jim Yochim, Marco Ciavolino, and Jim Birritta. Coming up from the consies and semi were Bob Tidaback, John Humm, Barry DeShong and Ernie Provetti. Now it was time for Connecticut to shine and Jim Birritta took the main with a total of 218. Right behind him for second was John Humm, who had really worked for it. Third went to Barney Bezme, fourth to Bob Tidaback, another who worked hard. Fifth to Barry DeShong, who has to be one of the most helpful guys in the organization. Sixth to Marco Ciavolino. Seventh to Ernie Provetti. And poor old Jim Yochim ended up the only DNF on this card. The racing, the tenseness, and to total endurance given by all now took its toll. Everyone was weary, smiling but weary.

The prizes were awarded, the pictures taken, and the requests from spectating shop owners started. More races were scheduled and the send-off had been a good one. Group VII racing has a future.

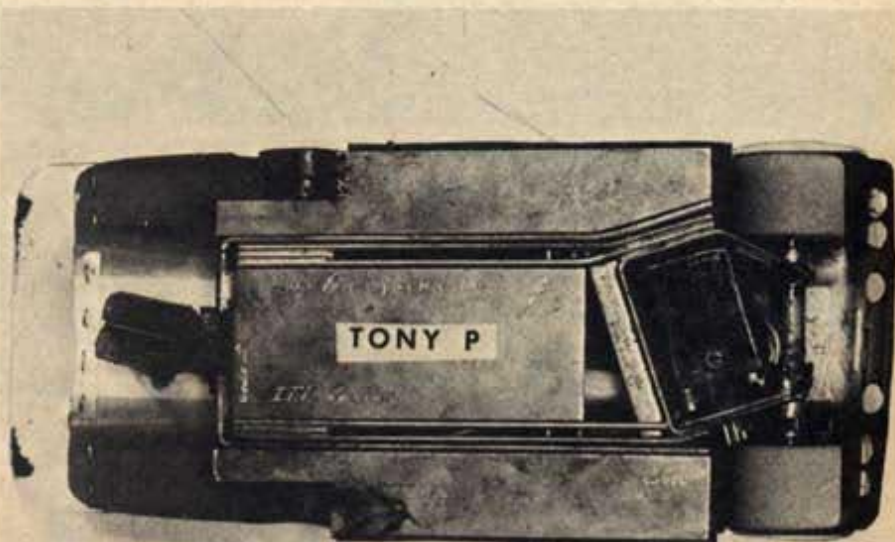
Next stop, C&C Raceways, Coventry, Conn.



Class A, Main event winning car by Wayne Williams.



Class A, Main second place car by Russ Boyington.



Class C, Main first place car by Bill Provett.



Mike Tango, the enthusiast.



Class B, Main drivers, Barney Bezme, Jim Birritta, Jim Yochim, Bob Tidaback, Barry DeShong, Marco Ciavolino, John Humm and Ernie Provetti.



Charlie Waters, bodies, and Gorski of handcontroller fame, in agreement.



Class C, Main event winners, Ed Dunn, Lou Del Rosario, Bill Provett, Eddie Green, Bob Szymczak, Brandon Kaaren and Bill Taylor.



Bob Emott, aided by Connie Tango, doing his time in the talk box.

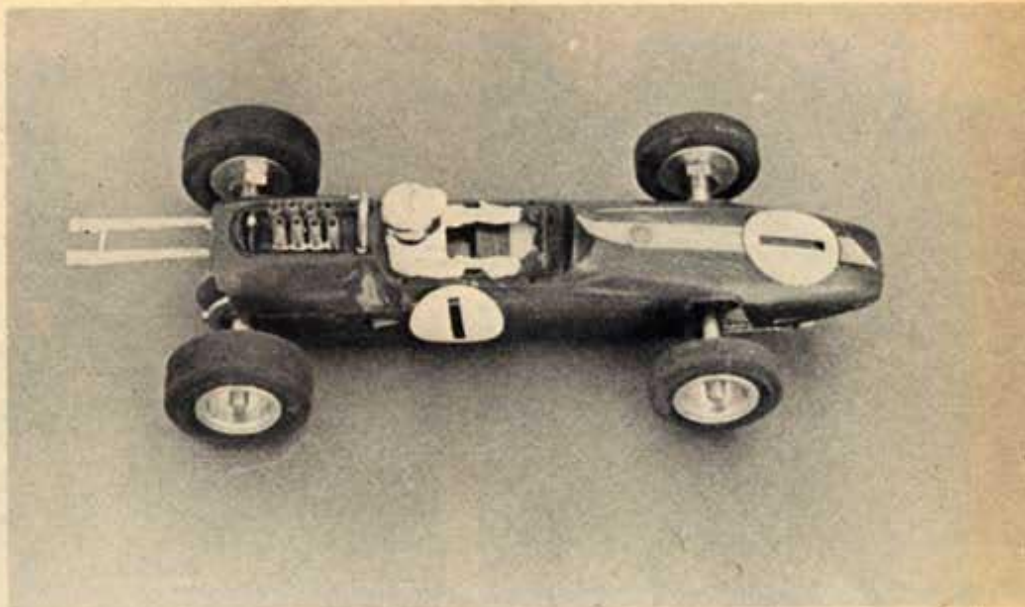


Getting rested up for the next one?

When Twinn-K comes out with a new line of tires, the "in the know" racers sit up and take notice. They've produced some great stuff in the past, so when I received my samples in the mail from the editor, with instructions to "check it out," I jumped at the chance.

Twinn-K has replacement wheels and tires, of the very latest material, for every home-set car on the market! And the price ranges from just 89 cents to a buck! Great price, but do they work?

I rummaged through an old carrying case and came up with a relic that I'd placed in semi-retirement many many laps ago, one of Monogram's great 1/32 Lotus GP cars (they still sell 'em, and they run as good now as they did when I first bought this one. And I swear, that car had at least ten thousand miles on it! It's got the old semi-hard (Monogram called them soft in those days, but not by today's



I started with the world's most clapped-out old 1/32 GP car, my tired (and proud) No. 1 Monogram Lotus 33. Note the skinny front tires, treaded "semi-soft" rear tires.

TWINN-K'S NEWEST PERFORMERS

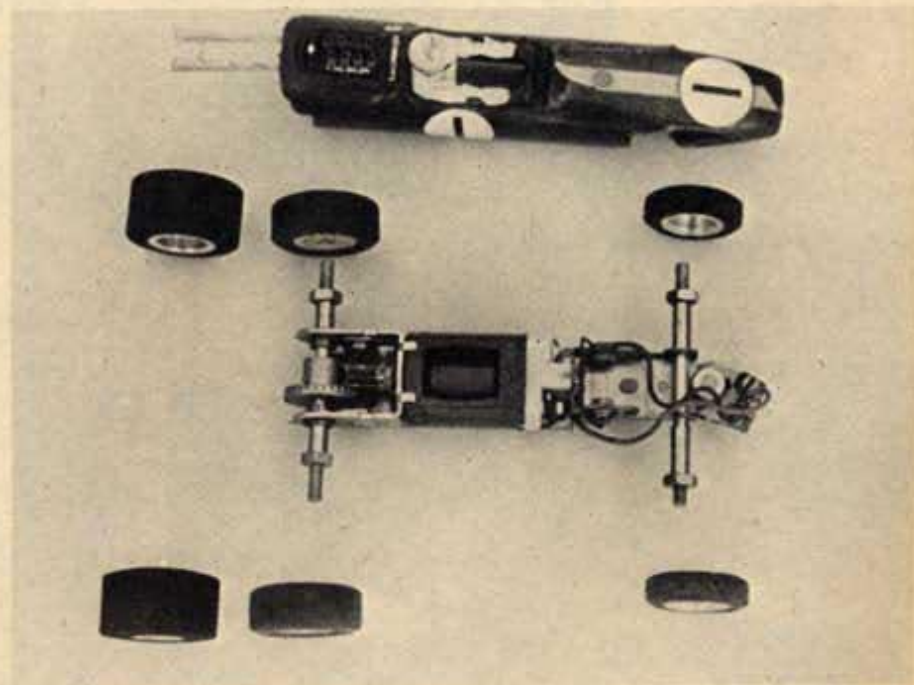
standards) rear tires and skinny front tires.

That old Lotus turned a maximum lap of 7.3 seconds on my big home track. It was always smooth and handled well, considering the rubber, but I knew before I even bothered to replace the wheels and tires with Twinn-K's new goodies, that that 7.3 seconds lap average wouldn't stand for two laps.

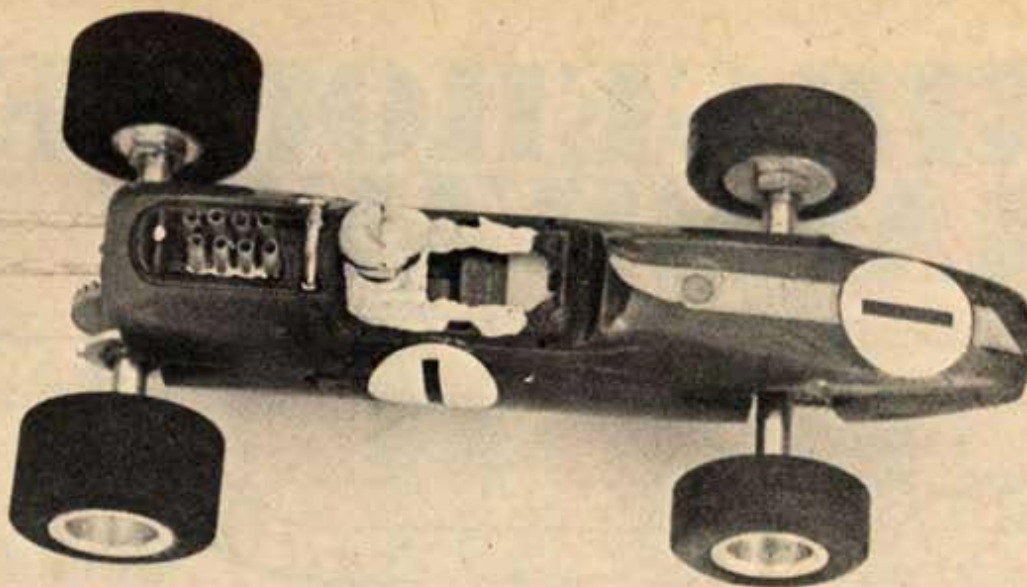
Twinn-K's Speed Kit No.1 is for Cox, Monogram, Revell Rigger and Riko cars. It consists of a pair of 5-40 threaded wheels and super soft sponge tires. There's really nothing to changing the wheels. Just unscrew the old rear ones and put the new ones in place. While I was at it, I discarded the skinny front wheels and tires and moved the back ones up front. Made the car look more like a contemporary GP car.

The result? That tired old Lotus, with absolutely no other tuning, turned a fantastic 5.1 seconds — a lap time reduction of 2.2 seconds per lap! Outstanding! And the total cost was just 89 cents. How's that for added performance for mere pennies.

Twinn-K has a winner with this line of wheels and tires. No matter what you drive — Eldon, Strombecker, Revell, Monogram, Rigger, Dynamic, etc., there's a set of wheels and tires for you. Check them out at your local raceway or hobby shop.

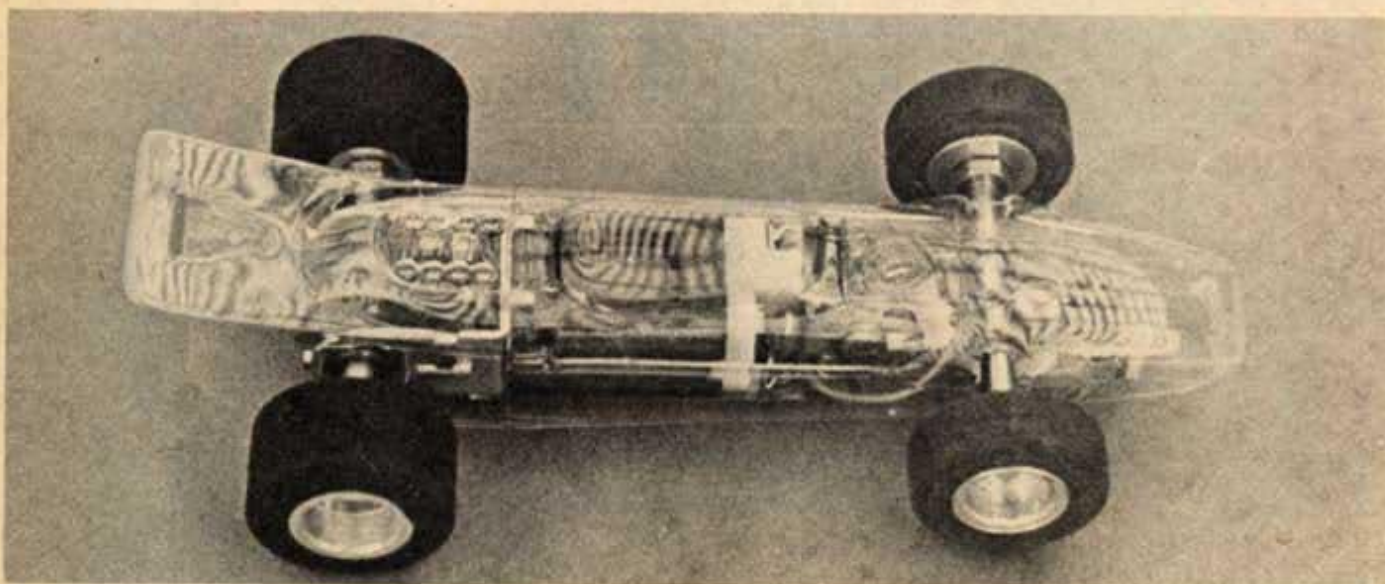
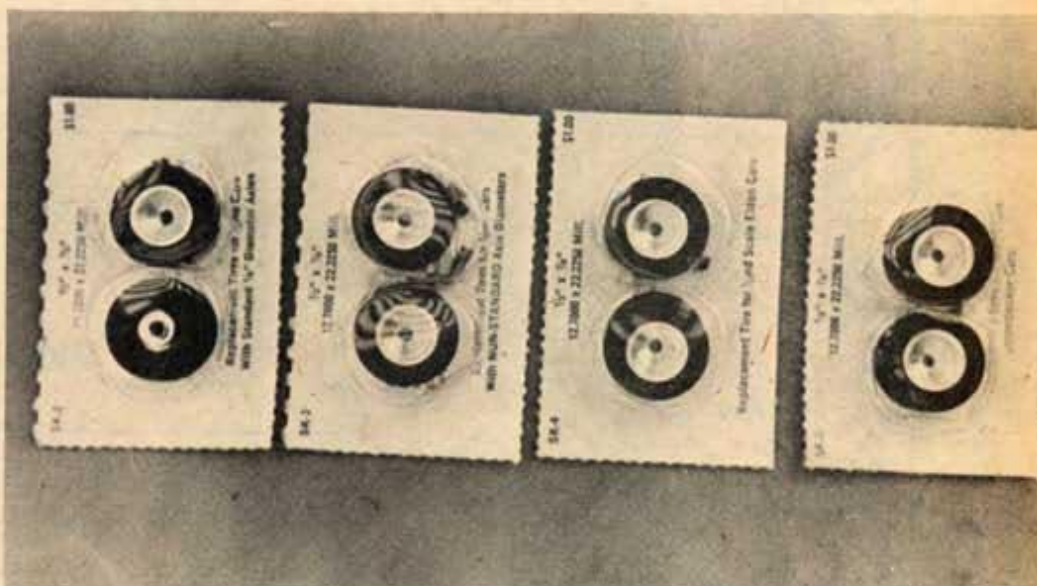


Whip that old hard shell plastic body off and remove the stock wheels and tires. The two Twinn-K replacement tires and wheels (extreme left) are obviously much wider than the original rear tires. Okay, throw the front wheels/tires in your parts box, and move the rear tires up front. Then thread on the Twinn-K rears.



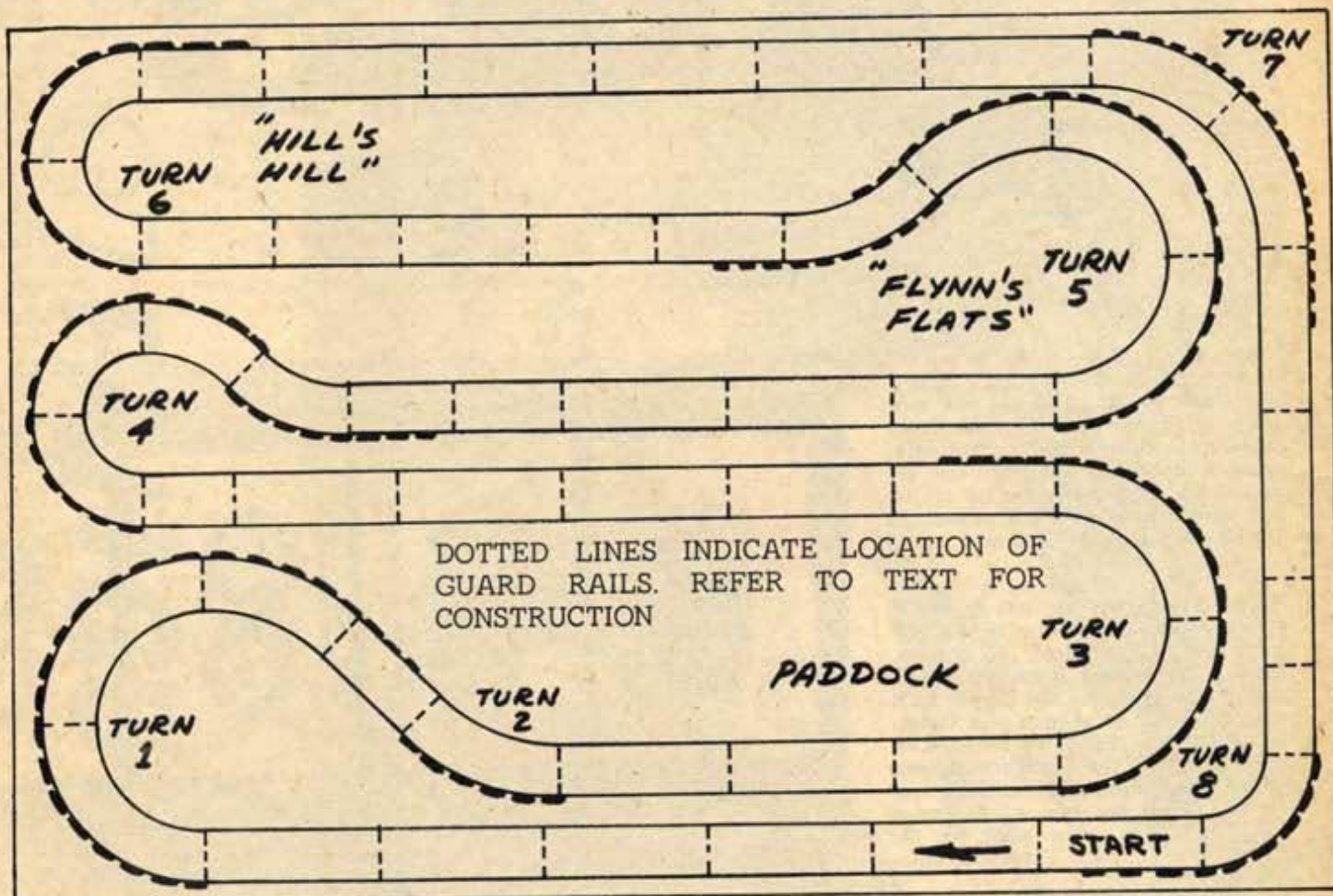
Same old Lotus as before, right? Wrong! Note the wider front tires (the old rears, remember?) and the new wide, soft rear Twinn-K units. Looks more up to date, doesn't it. And man, what it does for handling! The car picked up 2.2 seconds per lap on my big home track. Some improvement for 89 cents, wouldn't you say?

Here are the other four sets of Twinn-K replacement tires from top to bottom: SK-2, for Cox, Monogram, Revell, Rigger and Riko cars; SK-3, for Dynamic, Revell and Rigger RTR cars; SK-3 for Monogram and Scalextric RTR cars; SK-4 for Eldon RTR cars; and SK-5 for Strombecker cars. Prices range from 89 cents to one dollar. These are one of the most useful items to come along for the home racer yet. Congratulations, Twinn-K.



Here's the start of something good. I'm replacing the old hard plastic body with Lancer's No. 475 1/32 Lotus 49B Grand Prix body. Costs just \$1.49.

"RIDGEROUTE RACEWAY"



PART III

By "Brick" Price

The finishing touches on our "Super Speedway"

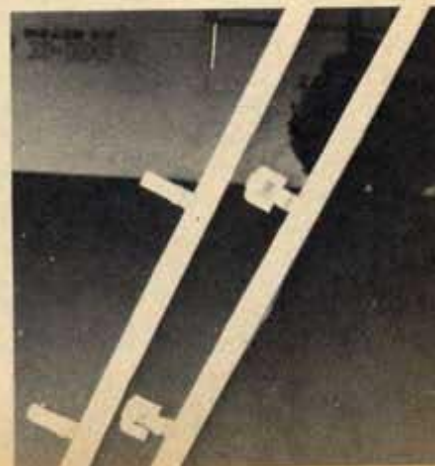
Part of the excitement of races are the sounds, smells and sights that accompany them. Most HO layouts are set up on a table or floor and never include any scenery. Sure, it's still a lot of fun to race on such a track, and it's easy to change the layout, but it can't match the thrill of running a GT-40 at "full chat" past a grandstand full of spectators.

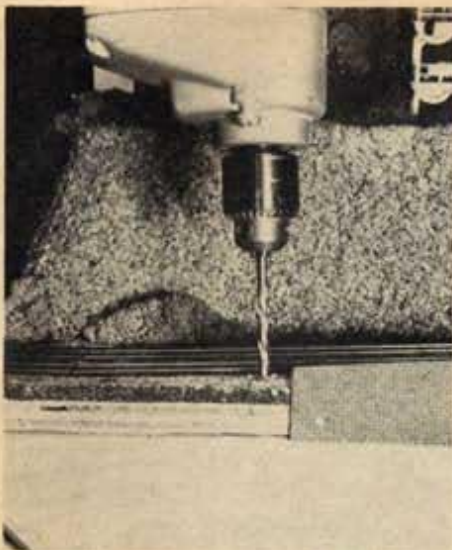
Many companies have HO track-side buildings for slot car tracks including Atlas, Aurora, and Faller. Model railroad shops carry every conceivable building and additional scenery for towns or countryside. It would be a good idea to purchase a

book on model scenery techniques such as *1001 Model Railroading Ideas*. This type of book will go into the details of building realistic scenery that we just don't have space for here. Ridgeroute Raceway may have a fair amount of scenery now, but it is far from being finished.

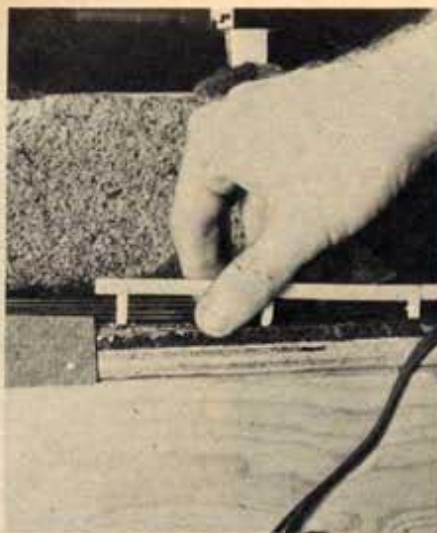
Try building a hillclimb! It's more fun to drive on than any other kind of track.

Each curve and portions of each straight will require a guard rail. Cut the mounting tabs from Aurora's guardrail set.

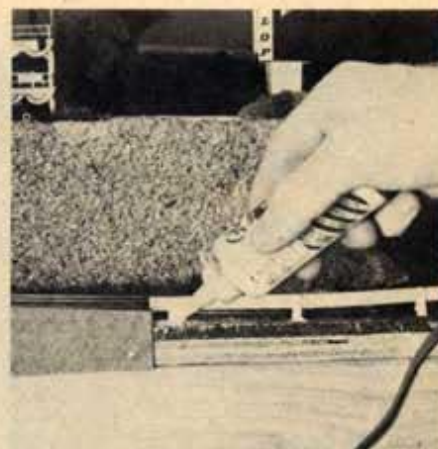




Drill holes around the outside edge of cork roadbed to accept the guard rail posts.



The guard rail posts should be a "force fit" into the holes. The rail should extend at least six inches down the straight.



Fill in the holes around the posts with Willhold glue. Sprinkle some HO scale earth on the wet glue to hide its presence and to simulate fill dirt. Dry brush different colors of paint on the inside of the railing to simulate car scrapes.



Several slot car companies make "stick-on" bill board advertisements. Color advertisements can be cut out of automotive magazines such as Motorcade and glued to the walls with rubber cement or white glue.



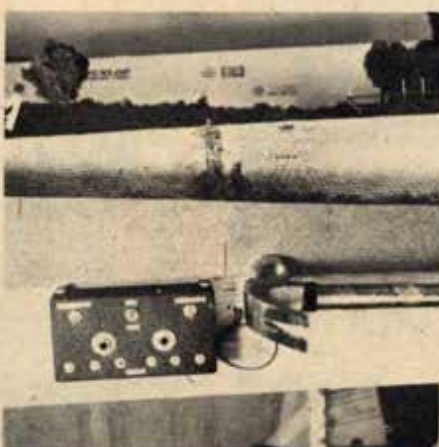
Lichen in a moss-like material used to represent bushes on HO train layouts. A liberal coating of Pliobond or Weldwood will secure the lichen to the Permacene.



Small bits of lichen glued to the bottom edges of the walls will keep the cars from getting scratched when they crash and also hide the seams.



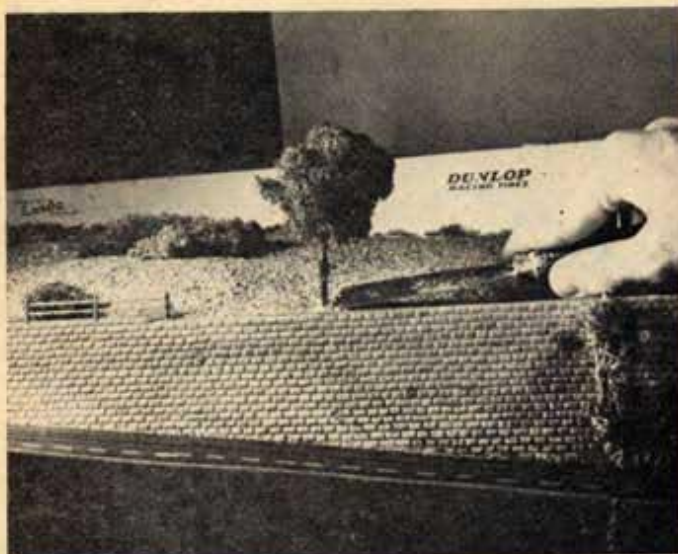
The stone wall was made up in short segments which left some pretty ugly joints. Pieces of lichen glued to the wall at the joints and random spots in between will serve to hide them and give the appearance of climbing ivy vines.



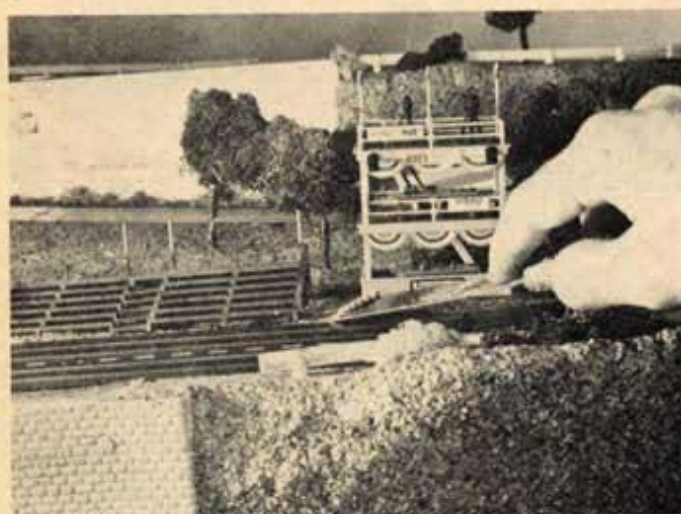
Cut pieces of 1/8" thick fiberboard to a height 1/2" higher than the track surface. Nail the fiberboard to the plywood base board around any outside straights not protected by a guard-rail.



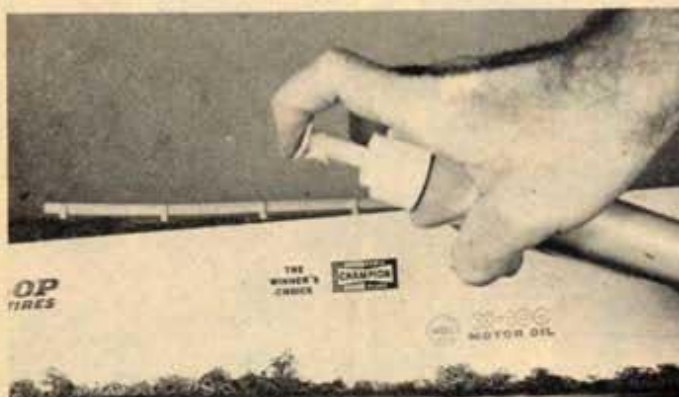
A stain made with three parts thinner and one part flat black enamel will add depth to the block wall and give it a weathered appearance.



Life-like brand trees can be held in place with Pliobond. Cover the surface of the base with Permascene to hide it.



When the building locations have been settled, glue them in place and fill in any gaps between the ground and building with Permascene.



Ah, will the wonders of science never cease? After slaving over half of the course with a can of cleanser and a sponge, Igor suggested that I "whistle" the dirt away. Sound dumb? Not really. Whistle is an amazing spray cleaner that removes 99 percent of the dirt with one squirt and a wipe.

60/Model Car Science



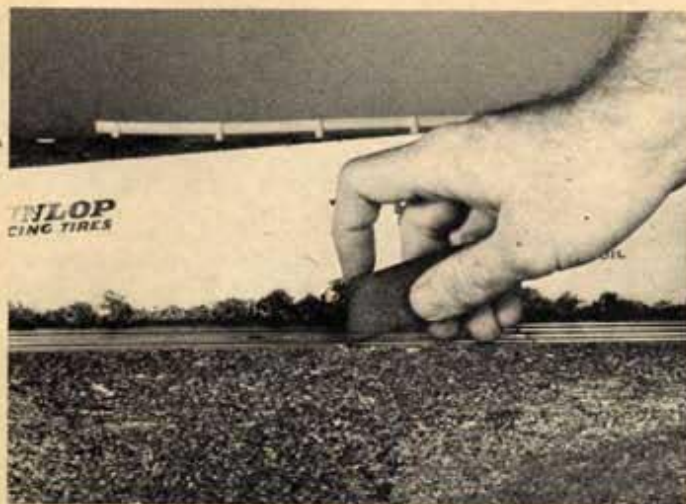
The observation tower was placed on the hill directly above the start/finish line. In this case, it was necessary to add more Permascene to the hill to support the tower.



Cleaning left-over scenery and other debris from the track and keeping it clean is very important to the smooth operation of the cars. Vacuum the entire track, including the scenery. Be very careful when working near shrubs and trees. Igor's vacuum swallowed one of my better shade trees in one gulp.



Use an old toothbrush to loosen any of the dirt left after cleansing.



The aluminum rails of the track will corrode after several days of exposure causing poor electrical contact. Clean the rail with an ink eraser or "Bright Boy" track cleaner.



Screaming out of Turn One and into a very short straight before Turn Two is our Phase III Corvette. The Phase IV Mangusta is just disappearing out of view into Turn Four.



Several laps later the 'Vette has closed the gap on the Mangusta as they head past the pits and into Turn Three.



Oops! The 'Vette lost it coming out of Turn One. The Mangusta is faster, but on a course like Ridgeroute, driving technique is much more important.



The dirt pit area will someday include a powered access road, pit buildings, and a paved parking area. "MATCH-BOX" cars make ideal cars for scenery.

They make everything needed including racing cars, passenger cars, busses, wrecking trucks, police cars, and an ambulance.

EASTERN VIEWPOINT

Where's it all going? What's happening to it? Those are some of the questions being asked by some commercial raceway owners who seem to be selling tons of Group 20 equipment but see none of it on race night. I'm told the equipment goes out across the counter into the hands of eager young racers just as fast as it comes in, but when a well planned Group 20 race night rolls around three kids walk in ready to go. Just three! Something is wrong here; I don't know what, but am not surprised. The biggest problems start right at the top.

Hand-picked national committees have met and settled on rules only to have them broken when some member manufacturers find that suddenly their latest products don't fit the rules they just help write. And this rule bending (or whatever you want to call it) does not always call for a vote from the whole committee. Or, how about the latest, when a vote is taken as to what chassis will be sold as the Group 20 chassis and then the results of the vote ignored by other voting manufacturers who will have their chassis sold too, no matter how the vote went!

This is no loose talk; this is what's happening with the much publicized NCC. The manufacturers have no place writing rules that we must race by. When's the last time any manufacturer came out with something designed and refined by anyone other than the racers themselves? I really think the rule writing should be done by the guys who push the controller buttons, the same guys who buy the stuff, you and me. Even some raceway owners who thought this NCC was going to solve their problems are bitterly complaining. They now have seen the rules, now that they have been written, printed and distributed. The program is too much, as some of them have told me. To follow it would require running a race program almost 48 hours straight! Hey, like the devotion and sweat has always been there, but no one is going to climb on the cross and hold the nails while someone pounds them in place.

From this end, the whole program is a bit impossible. We wish those in a position to do something about it would try a little harder to understand this thing called slot racing.

This is the kind of stuff that turned the Eastern pros away and made them create a new series with NAMRA. No, this is not a NAMRA pitch. There's a guy doing that column who does it well enough without any help from me.

The way it's going now, you'll have an all 1/32 world if this 1/24 scale thing is not settled once and for all.

Aside from this, activity on the East Coast, at least as far as some of the custom parts manufacturers are concerned, is still humming. Nutley Raceway continues to improve the breed, with what seems a never-ending flow of custom chassis components. And thanks to two of their associates, Tony P and master controller maker Gorski they help solve other needs as well.

Jerry Brady and Bob Emott, two well-known guys, have teamed up to produce a line of custom stuff that seems for many the way to go.

Out at Elmsford Raceways, the home of RVM, the wheels are once again being cranked out that will come as relief to many who thought they might never again see the famous RVM wheel and tire line.

Up around Berwyn, Pa., Holiday Raceways is still packaging hard-to-find parts, so it seems the East is well taken care of for now.

Not as close to home, but still very active, is Twinn-K. Now with a new and much needed line of custom-made tires and wheels to be used as replacement units for home set cars. That's right. Long needed and ignored till now, Twinn-K has just released a line of wheels and tires to fit, Cox, Dynamic, Eldon, Monogram, Revell, Rigger, Riko, Scalextric and Strombecker cars. No small contribution, this! These are all for 1/32 home set cars, and the rubber measures 1/2" x 7/8" so there's plenty there if you insist on truing up your own. Five different combos in all: press-on, screw-on and set-screw, depending on what's needed to do the job. And at the price (a buck a pair average) they'll probably be the best equipment your little home car runs.

We haven't seen one yet, but hear MRC has a new, very low variable controller, and this should help in the price war.

Now, a final question I wish someone would answer for me (and some raceway owners like to know too). Why can some Champion and Mura motors be bought for less in England then they can be had for here? these

are the same motors you and I buy, but we pay more, considerably more, and we get them duty free. I don't understand it.

While on the subject of exports, England, probably the original overseas supplier of miniature racing stuff for our own needs, still manages to come through with goodies we just don't seem to make here! Thanks to Howard Taylor of Model Racing Car Centre, London, I have this month six new (and very desirable) 1/32 vacuum-formed body shells, the kind that are big enough to be not only competitive, but big enough to hold a can. First off, a beautiful 917 Porsche, then, another version of the Lola GT-70B3, accurate, but still a cow of a car. Seems I just asked Howard about the next one, and now, here it is, the open version of the latest Mirage, big, wide and very good in overall line. This little one looks every bit as good as the full size we saw running at Watkins Glen this past season. The next one is a model of a car I just saw run at Bridgehampton, and I can assure you if you dig Ferraris, you'll want this Taylormade 312 GT. Nice thing about this new batch of Taylormade shells is that there is enough plastic material left on the bottom of the shells so that they can be cut on the line and pin mounted, or have some of the material under the door sills rolled under and used to mount to the top of a pan chassis. In other words, Howard, continue mounting them as is, don't trip the shells more than they are now. I said six new ones, so that leaves two more. These last two are the Lotus 63, fwd car and very detailed. The last, another fwd GP car, the Cosworth. This has to be the ugliest GP car in recent years, but there's room under the shell for lots of motor and chassis, so it will probably be very very popular with the go fast 1/32 enthusiast.

This is about the first mention I have given these fine British products in MCS, so anyone interested in sending for some can send to Model Racing Car Centre, 390 Brockley Road, Dept. MCS, London S.E.4, England.



"This guy must be nuts he's giving me his wild Barracuda free!"

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HOC CI World



This month, we review some new H.O. products sent us by Associate member Champion of Chamblee. We also have for you a real exclusive, a note taking, car testing session with the new Tyco line of cars for 1970. This exclusive report was made possible with the cooperation of Associate member Tyco and its "competitive thinking" engineering staff.

New Champion H.O. products to receive HOC CI seal of approval

CODE NO.	ITEM
003	Nylon wheel spacers
002-A	Knurled H.O. axles
009-A	Stock (replacement) motor brushes
009-B	Medium duty motor brushes
009-C	Super competition motor brushes
004-C	Pickups /plain
004-C	Pickups /silver
002-F	Set-screw front wheels with axles and wrench
008-A	Brass pan for Aurora cars
007-B	Brass pan for Aurora F-1 cars
006-C	Full competition weight pan

Also approved, but without code numbers yet, are Champion's new two-position guide pins and silver plated commutator for Aurora motors. Champion promises more items to come, and we will be reviewing them for you as they arrive at HOC CI.

Exclusive report on what Tyco's new H.O. equipment.

The new line of Tyco cars for 1970 comes after a series of cars that always left the market place with mixed emotions. Good looking, but too big, reliable, but too slow. The early D-Jaguars were as ugly as the latest Corvettes are beautiful. As for size, they were some of the biggest H.O. cars ever produced, and almost always bigger than the other brands. Added to all this was the fact that they, like the other brands, produced cars and trucks of all types that were all about the same size!

No more, not with Tyco. The new breed of Tyco car is handsome, fast, and all proportioned properly to each other. What this last statement means is simply that from now on, when you buy a Tyco stocker (like say a Ford Torino), it will be bigger than a Trans-Am type, and the Trans-Am car bigger than a Sports or GT car.

We here at HOC CI had been hearing all sorts of quiet rumors about this

new line, like "super fast, brakes, drop arms," etc. So we finally decided to check this one out ourselves and not wait till Tyco decided to send us a sample for review. Getting to the Tyco plant is easy if you follow the instructions given and pay attention to the signs on the Jersey Turnpike. Getting into the Engineering Department is something else. Talk about a draw-bridge and moat! We showed our credentials, left the required pint of blood and passed, escorted of course, through three locked doors into a wonderland. We got no talk, no sales pitch. We saw some track laid out ala road course; a line of new cars; some bare chassis; and a hand-controller. We brought our own watch, and some cars from the competition.

Before we get into any technical talk we'll tell you this: out of the box stock, these are the fastest, best handling H.O. cars we have ever driven! Not only are they the fastest, but they brake like now! And they handle more like a big 1/24 scale car than any H.O. machinery we have ever tested, and that can only mean easier driving for all.

As far as looks are concerned, they are some of the best looking cars we have ever seen, but not just because of the quality and quantity of detail. H.O. cars have always featured some

of the best detail molded on a slot car. What makes them superior to most of the other cars now being sold is the fact that they are proportioned properly to each other. Each car has been carefully proportioned so that its overall appearance is so close to the real 1:1 car that you begin to think someone has some "shrink-dust."

It all hits you so fast that it takes a second or two to see the next big looks feature, and that is that they set down low on the track where they belong. Not only are the chassis down there hugging the track, but the body rests down low on the chassis and not two scale feet in the air. You can begin to believe they handle.

Driving one of these new Tyco gems is a little scary at first until you realize everything is alright and that it's you. You're just trying to drive it like one of the old H.O. cars! These new ones don't respond to this kind of timid treatment. You have to get on them like a big 1/24 car, and power right up to the turn, hit the binders and then get on it and power through the turn till it straightens out and then punch it. The corners come up fast with these new cars, but the brakes are there and they work. They work so well you can go deeper into a turn than you can with any other H.O. car we have ever driven.



Last minute news item

From Associate member Auto World, a new little HO handbook called "HO Racing Speed Secrets," a

great little book on our favorite scale by Auto World's HO man, fantastic Jerry Broz. And, as a special, the book includes speed secrets by HOC CI Champions.

That's go and stop, now about that handling. Nothing is perfect, and in slot racing you really don't want a car that cannot deslot. So, the Tyco cars can be deslotted. But that's about all. They just don't seem to want to roll over. Push them too hard and they'll power out just like a real car, but you can slap them back in the slot with less time wasted than ever before. Having them right side up when you marshal a run-away helps cut the time.

What's inside? Well, like goodies right out of an enthusiast's dream. A whumping new inline motor with magnets that give you more twist and grab than you have ever seen. A hypoid conflate gear set at 3:1.7 ratio, and promises of a 2:1 and 4:1 to come as part of a complete range of ratios. The rear axle snaps down and into its molded bearings for a trouble free ride. And hanging out on the ends are two scaled-down competition-type wheels and tires. And when we say competition type, we mean wide, ala Can-Am.

Going up front, independent-turning front wheels that engineering swears by. Hm-m-m. And then, there it is, a drop arm! And in H.O. too! Yes, it's weighted, and works trouble free all the time.

There's no pin on these cars. Thanks to some "at last" type thinking, you'll find the smallest shoe (guide flag, if you prefer) in the industry, with two miniature wiper-type pickups, just like the bigger scales.

Its a whole new chassis, and after driving one of these new Tyco cars, we can tell you, it's going to be a whole new ball game for the H.O. world. You won't have to go shopping for any accessory pans either, every car has one of its own, adjustable, and removable, and just about .030 plus a hair off the track.

What about the body styles and looks? Well we know the next dozen or so to come. No, we can't tell you exactly what they all are; we must respect the best interest of our Associate Manufacturer Members. The first four, however, are two super-low Italian types, the Iso Grifo and and Lamborghini, Miura, and two Chaparrals, the 2G and the 2D with wings. As for the next four releases, we can't say in print, but, if you like rear engine cars from Germany, big 427 American types, orange Can-Am types, and have a taste for quarter mile runs, they may just have something for you. We know, we've seen them all, and we can't wait.

We know you'll approve of the looks because, as we have said, they are scaled down and look it. When they are supposed to be low and wide, they are, and when they should be long and wide, they are.

Any manufacturer preparing a Factory Modified had now better get some of these out of the box Tyco's for a unit of measure. We think they're going to rewrite the HOCCI record books.

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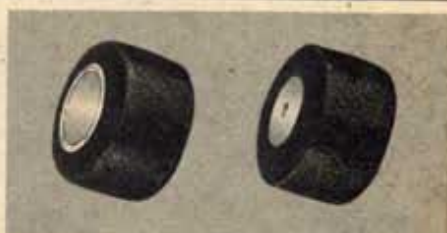
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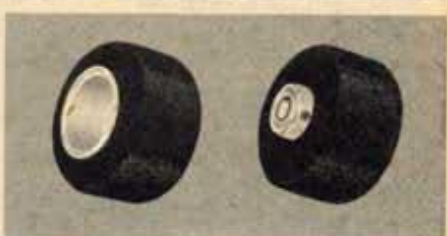
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SPEED KIT #2 SK-2

For DYNAMIC, REVELL and RIGGEN RTR cars. Set screw wheels and sponge tires for any cars with plain 1/8" (3.175mm) diameter non-threaded axles.

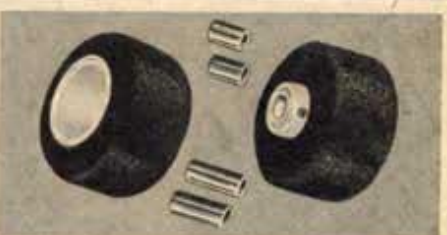
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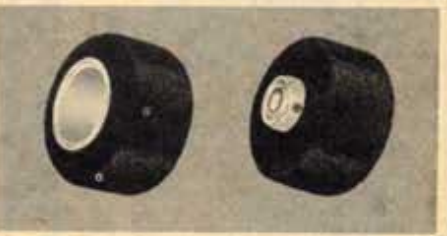
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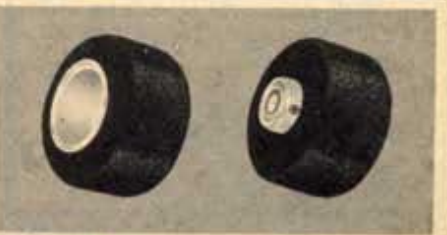
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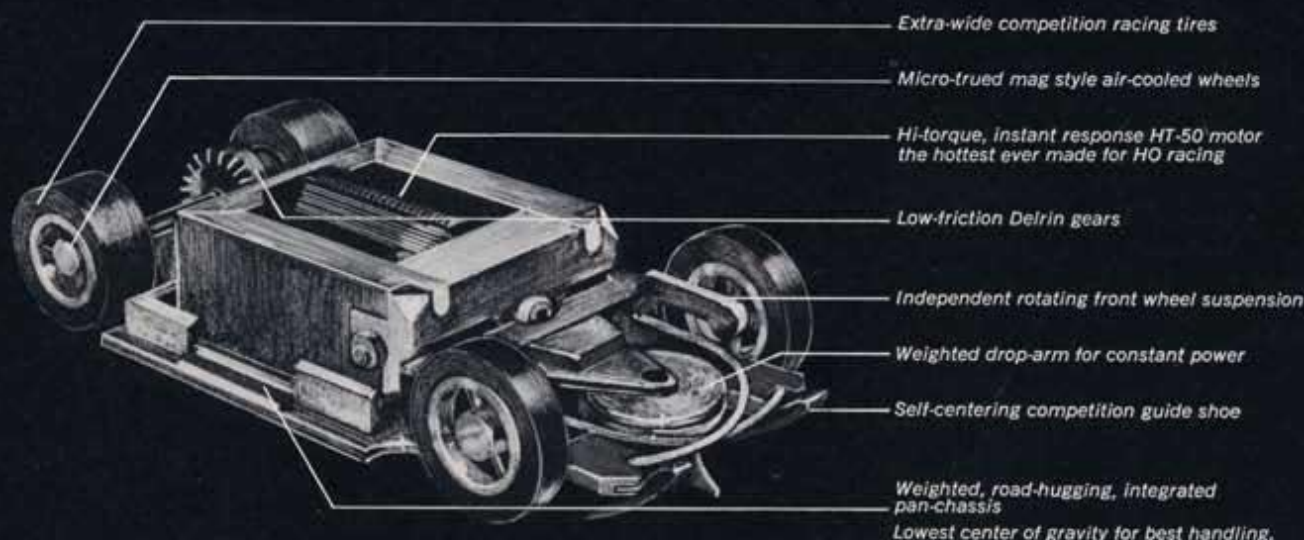
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